



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**

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

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

**ITEM**

**STAFF PERSON**

**I. CALL TO ORDER**

Daryl Halls, Chair

**II. APPROVAL OF AGENDA**

**III. OPPORTUNITY FOR PUBLIC COMMENT  
(1:30 -1:35 p.m.)**

**IV. REPORTS FROM CALTRANS, MTC, 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 June 28, 2006**  
*Recommendation:*  
*Approve minutes of June 28, 2006.*  
**Pg. 1**

Johanna Masiclat

**B. STA Board Meeting Highlights – July 12, 2006**  
*Informational*  
**Pg. 9**

Johanna Masiclat

**C. Updated STA Board and Advisory Committee Meeting  
Schedule for 2006**  
*Informational*  
**Pg. 15**

Johanna Masiclat

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**TAC MEMBERS**

Dan Schiada  
City of  
Benicia

Royce Cunningham  
City of  
Dixon

Gene Cortright  
City of  
Fairfield

Brent Salmi  
City of  
Rio Vista

John Duane  
(Interim)  
City of  
Suisun City

Dale Pfeiffer  
City of  
Vacaville

Gary Leach  
(Interim)  
City of  
Vallejo

Paul Wiese  
County of  
Solano

- D. Funding Opportunities Summary** Sam Shelton  
*Informational*  
**Pg. 19**
- E. Consulting Services to Support the City Council Coordinating Council Monitor and Provide Input on Association of Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC) Regional Projects** Dan Christians  
*Recommendation:*  
*Recommend the STA Board authorize the Executive Director to provide \$20,000 of FY 2006-07 TLC Program funds to provide consultant services to support the City County Coordinating Council representatives monitor and provide input on ABAG/MTC regional projects.*  
**Pg. 29**
- F. Solano Napa Commuter Information (SNCI) Work Plan and Annual Report** Elizabeth Richards  
*Recommendation:*  
*Recommend the STA Board approve SNCI's FY 2006-07 Work Program for Solano County.*  
**Pg. 43**

## VI. ACTION ITEMS

- A. Funding Agreement Between the Solano Transportation Authority (STA), the County of Solano, and the City of Vallejo for the I-80 High Occupancy Vehicle (HOV) Lane/Turner Overcrossing Project Study Report (PSR)** Janet Adams  
*Recommendation:*  
*Forward recommendation to the STA Board approving the following:*
- 1. Authorizing the Executive Director to execute a funding agreement between Solano Transportation Authority, the City of Vallejo, and the County of Solano for \$1,200,000 for the I-80 HOV Lane/Turner Overcrossing PSR.*
  - 2. The allocation of \$80,000 State Transit Assistance Funds (STAF) for the STA's 1/3 share of the required local match.*
- (1:45 – 1:50 p.m.) – Pg. 55**

- B. Agreement for the Delivery of the I-80 North Connector Reliever Route between the Solano Transportation (STA), the City of Fairfield, and the County of Solano** Janet Adams  
Recommendation:  
*Forward recommendation to the STA Board authorizing the Executive Director to enter into an agreement between the City of Fairfield and the County of Solano for the delivery of the North Connector Project.*  
(1:50 – 1:55 p.m.) – **Pg. 65**
- C. Preliminary Engineering Priorities for Caltrans Oversight** Janet Adams  
Recommendation:  
*Forward a recommendation to the STA Board to adopt the two-year plan for Caltrans oversight as specified in Attachment A.*  
(1:55 – 2:00 p.m.) – **Pg. 81**
- D. State Transit Assistance Funds (STAF) Proposed Funding Amendment #2 for FY 2006-07** Elizabeth Richards  
Recommendation:  
*Approve the Amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.*  
(2:00 – 2:05 p.m.) – **Pg. 87**
- E. Status of FY 2006-07 Intercity Transit Funding Agreement** Elizabeth Richards  
Recommendation:  
*Recommend the STA Board approve the following:*  
  1. *Authorize the Executive Director to enter into an agreement with Fairfield/Suisun Transit concerning STA's management and oversight of Rt. 90.*
  2. *Authorize the Executive Director to enter into a lease agreement with Fairfield/Suisun Transit and Vallejo Transit concerning over-the-road coaches that will be used for operating Rt. 90.*
  3. *Authorize staff to establish a new identity for Solano County's intercity transit services called "SolanoExpress".*  
(2:05 – 2:10 p.m.) – **Pg. 99**
- F. Legislative Update – August 2006** Jayne Bauer  
Recommendation:  
*Forward a recommendation to the STA Board to adopt a watch position on Senate Bill 1719 related to Proposition 42/ Transportation Investment Fund.*  
(2:10 – 2:15 p.m.) – **Pg. 103**

- G. Safe Routes to School (SR2S) Phase 2 Public Input Process and Materials** Sam Shelton  
*Recommendation:*  
*Forward a recommendation to the STA Board to adopt the Safe Routes to School Phase 2 Public Input Process and Materials.*  
(2:15 – 2:20 p.m.) – **Pg. 137**

## **VII. INFORMATION ITEMS**

- A. Overview of Solano Transportation Authority (STA) Board Workshop of July 12, 2006** Janet Adams  
*Informational*  
(2:20 – 2:25 p.m.) – **Pg. 147**
- B. 2006 State Highway Operations and Protection Program (SHOPP) Update and 2007 Ten-Year SHOPP** Janet Adams  
*Informational*  
(2:25 – 2:30 p.m.) – **Pg. 171**
- C. Discussion of Countywide Project Delivery Policy** Janet Adams  
*Informational*  
(2:30 – 2:35 p.m.) – **Pg. 179**
- D. Status of Intercity Transit Funding (ITF) for FY 2007-08** Elizabeth Richards  
*Informational*  
(2:35 – 2:40 p.m.) – **Pg. 195**
- E. Emergency Ride Home (ERH) Program Update** Elizabeth Richards  
*Informational*  
(2:40 – 2:45 p.m.) – **Pg. 197**
- F. Pedestrian Advisory Committee Priority Pedestrian Projects** Robert Guerrero  
*Informational*  
(2:45 – 2:50 p.m.) – **Pg. 201**
- G. Solano Bicycle and Pedestrian Program (SBPP) FY 2007-08 and FY 2008-09 Funding Recommendations and SBPP Process Review** Sam Shelton  
*Informational*  
(2:50 – 2:55 p.m.) – **Pg. 211**
- H. Local Projects Inactive Obligations Review** Sam Shelton  
*Informational*  
(2:55 – 3:00 p.m.) – **Pg. 215**

## **VIII. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 27, 2006.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting**  
**June 28, 2006**

**I. CALL TO ORDER**

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

**Present:**

<b>TAC Members Present:</b>	Michael Throne	City of Benicia
	Royce Cunningham	City of Dixon
	Charlie Beck	City of Fairfield
	Brent Salmi	City of Rio Vista
	John Duane	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Gene Cortright	City of Fairfield
George Fink	City of Fairfield
Mike Duncan	City of Vacaville
Leo Flores	County of Solano
Daryl Halls	STA
Dan Christians	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Sam Shelton	STA
Johanna Masiclat	STA

**II. APPROVAL OF AGENDA**

On a motion by John Duane, and a second by Michael Throne, the STA TAC unanimously approved the agenda with the following changes:

- Agenda Item VI.G, Legislative Update – June 2006  
(Amended staff report and matrix.)
- Addendum: Add Agenda Item VI.H, Proposed Fare Increase: Route 30 and Solano Paratransit

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**REPORTS FROM CALTRANS, MTC AND STA STAFF**

**IV.**

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Sam Shelton announced the Solano Transportation for Livable Communities (TLC) Countywide 2006 Capital Program Workshop is tentatively scheduled for July 11, 2006.

**V. CONSENT CALENDAR**

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

Recommendations:

**A. Minutes of the TAC Meeting of May 31, 2006**

Recommendation:

Approve minutes of May 31, 2006.

**B. STA Board Meeting Highlights – June 14, 2006**

Informational

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

Informational

**D. Funding Opportunities Summary**

Informational

**E. Countywide Transit Ridership and Financial Assessment**

Recommendation:

Recommend to the STA Board to authorize the Executive Director to:

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

**F. Solano Paratransit Funding Agreement Amendments**

Recommendation:

Recommend the STA Board authorize the Executive Director to execute amendments to the Solano Paratransit service and funding agreement between STA and the City of Fairfield.

**G. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 4/8 Distribution for Solano County**

Recommendation:

Recommend to the STA Board to approve the revised TDA Article 4/8 Matrix for FY 2006-07.

**H. Fiscal Year (FY) 2006-07 Transportation Fund for Clean Air (TFCA) 40% Program Manager Guidelines and Call for Projects**

Recommendation:

Forward a recommendation to the STA Board to approve revised funding amounts for FY 2006-07 TFCA Program Year including \$29,325 for City of Benicia's Shuttle Bus Service, \$90,000 for City of Fairfield's Solano Bikeway Extension, and \$210,000 for Solano Napa Commuter Information Program's Ridesharing Activities.

**VI. ACTION ITEMS**

**A. Priority Projects for Proposed State Bond Categories**

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

After further discussion, the STA TAC requested the following modifications to the STA Potential Projects List. The STA TAC concurred, and the modifications are as follows:

1. Paul Wiese, County of Solano, requested the following:
  - Add Local Streets and Roads Shortfall under the State-Local Partnership Program.
  - Add 2<sup>nd</sup> bullet indicating Local Bridges under the Local Bridge Seismic Retrofit Account.
2. Dale Pfeiffer, City of Vacaville, requested the following:
  - Add 6<sup>th</sup> bullet indicating Vacaville Creekwalk under the Solano TLC Candidate Projects for the Regional Planning, Housing, & Infill Incentive Account.

In addition, Michael Throne, City of Benicia, requested more time to submit a list of projects for the City of Benicia. Daryl Halls suggested that the STA TAC move forward as proposed, and that staff will consider additional projects to add to the list, if received, prior to the STA Board meeting on July 12, 2006.

Recommendation:

Forward a recommendation to the STA Board to adopt the list of priority projects to be recommended for funding through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B).

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC approved the recommendation as amended. (The vote was 7 to 1. Michael Throne, City of Benicia, opposed the vote.)

**B. 2006 Lifeline Transportation Funding Program**

Elizabeth Richards summarized the 2006 Lifeline Project Funding Plan and the funding recommendation made by the Lifeline Advisory Committee at their meeting on June 19, 2006. She indicated that the Lifeline Advisory Committee and STA staff recommends that \$359,000 of the \$1.08 million Lifeline funds be allocated for this cycle.

Recommendation:

Recommend to the STA Board to:

1. Approve the attached (Attachment B) 2006 Solano Lifeline Project Funding Plan;
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.

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

**C. Draft Solano Transportation Authority (STA) Funding Policy for Regional Interchange and Reliever Route Projects**

Janet Adams reviewed the proposed STA funding policy for Regional Interchange and Reliever Route Projects. She indicated that the intent is to provide implementing agencies such as the STA, the seven cities, and the County a uniform policy for funding projects with regionally generated funds.

After discussion, the STA TAC concurred to make the following modifications to the eligible interchange improvements identified in these studies:

- I-80/State Route 113 Interchange
- ~~I-80/I-505 Interchange~~
- I-80/W. Texas Interchange
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/~~Glen Cove Interchange~~-Curtola Interchange
- I-680/Lake Herman Road Interchange

John Duane, City of Suisun City, expressed concern about the proposal to requiring cities to pay for half of the costs of these regional projects and stated that the STA or the state and federal government should pay for more than half.

Paul Wiese indicated that the Board of Supervisors had discussed this matter at their June 27, 2006 Board meeting, and they were also concerned about having insufficient funds to contribute half of the cost of reliever routes (i.e. North Connector Project/West Segment).

Recommendation:

Forward a recommendation to the STA Board to adopt the Funding Policy Proposal for Regional Interchange and Reliever Routes as outlined in this staff report.

On a motion by Dale Pfeiffer, and a second by Brent Salmi, the STA TAC approved the recommendation as amended shown above in *italic strikethrough*. The vote was 6 to 2, with John Duane, City of Suisun City and Paul Wiese, Solano County, voting no.

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

Dan Christians summarized the proposed budget, tasks, and preliminary schedule for the SR 113 Major Investment and Corridor Study. He outlined the local match agreement process between the City of Dixon and the County of Solano as well as the funding agreement with MTC to secure the \$250,000 Partnership Planning grant. He also cited that STA would obtain a qualified engineering/planning firm to assist in the completion of the study.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

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

On a motion by Dale Pfeiffer, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended shown above in *italics strikethrough*.

Charlie Beck, City of Fairfield, left the meeting at 2:45 p.m. Mike Duncan then participated as the City of Fairfield's voting member.

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

Dan Christians reviewed the development process for the North Connector TLC Concept Plan. He stated that the STA's TLC Plan proposes that a North Connector TLC-type study and enhancements be provided along the entire North Connector. He cited that the improvements and services recommended in the concept plan would be in addition to the basic road infrastructure improvements currently in the environmental and design stages.

Recommendation:

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

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

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

Sam Shelton provided an update to the Safe Route to Schools (SR2S) Study. He stated that the SR2S Steering Committee made a recommendation at the June 13, 2006 meeting to have the STA Board adopt the set of "SR2S Goals, Policy Actions, and Measurable Objectives. He indicated that the committee also recommended the inclusion of two additional members, an Air Quality representative and a Public Health representative to serve on the committee.

Recommendation:

Forward a recommendation to the STA Board to:

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

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

**G. Legislative Update – June 2006**

Jayne Bauer listed the legislative bills that STA is monitoring, including positions on bills already taken by the STA Board. She reviewed the amended staff report and matrix that gives a brief description of the bills, which included latest information on their status as well as lists the positions taken by other key agencies.

Forward a recommendation to the STA Board to take the following amended positions:

- AB 2444 (Klehs) – *Watch Support*
- SCR 123 (Florez) – *Watch*

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

**H. Addendum - Proposed Fare Increases: Route (Rt. 30) and Solano Paratransit**

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

George Fink, City of Fairfield, commented that the comprehensive fare adjustments are projected to improve the farebox recovery ratio for both Rt. 30 and Solano Paratransit.

Dale Pfeiffer, City of Vacaville, requested more time to review and discuss with his transit staff before voting to support it. Staff noted that public hearings were being scheduled.

**Recommendation:**

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

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

On a motion by Michael Throne, and a second by Dale Pfeiffer, the STA TAC approved the recommendation. The vote was 7 to 1 with Dale Pfeiffer, City of Vacaville, voting no.

**VII. INFORMATION ITEMS**

**A. STA Board Agenda Topics for STA Board Workshop of July 12, 2006**

Daryl Halls outlined the key topics to be discussed at the STA Board Workshop scheduled on July 12, 2006 (and/or at future STA Board meetings). He listed the key topics as 1) The Future of Our Highway Corridors, 2) The Future of Transit Service, 3) Five Steps to Improved Travel Safety, 4) Implementation of Transportation for Livable Communities at the Community Level, 5) Review and Update of Project Funding Priorities Following the Failure of Measure H, and 6) Enhancement of STA's Efforts to Inform, Engage, and Involve the Public Regarding Transportation Issues, Plans, and Projects.

**B. State Local Streets and Roads Assessment**

Sam Shelton reviewed the California State Association of Counties (CSAC) and the League of California Cities (LOCC)'s proposal to assist in the development of a statewide pavement and non-pavement needs assessment.

## **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, August 30, 2006.**



**Solano Transportation Authority  
Board Meeting/Workshop Highlights  
July 12, 2006  
5:30 p.m.**

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiolat, STA Clerk of the Board  
**RE:** Summary Actions of the July 12, 2006 STA Board Meeting/Workshop

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of July 12, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

**BOARD MEMBERS PRESENT:**

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

**BOARD MEMBERS ABSENT:**

None.

**ACTION ITEMS: NON-FINANCIAL**

**A. Public Hearing for Proposed Fare Increases:**

**Route (Rt.) 30 and Solano Paratransit**

The STA Board considered input received at the public hearing and then approved the following:

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

**Open Public Hearing: 5:59 p.m.**  
**Closed Public Hearing: 6:03 p.m.**

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

**B. Legislative Update – June 2006 – Continued Item**

**Recommendation:**

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

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

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

**C. Legislative Update – July 2006**

**Recommendation:**

Adopt the following positions on proposed legislation:

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

**Recommendation:**

Adopt the following positions on proposed legislation:

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

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

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

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

**D. Priority Projects for Proposed State Bond Categories**

**Recommendation:**

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

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

**1. Addendum - Proposed Compensation Changes for Executive Director**

**Recommendation:**

Approve Contract Amendment No. 7 to Employment Agreement FY 2006-07 for Executive Director Daryl Halls.

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

**BOARD MEMBER DISCUSSION ITEMS - WORKSHOP**

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

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

**B. The Future of Solano County Highway Corridors**

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

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

**CONSENT CALENDAR ITEMS:**

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

**A. STA Board Minutes of June 14, 2006**

**Recommendation:**

Approve minutes of June 13, 2006.

**B. Review Draft TAC Minutes of June 28, 2006**

**Recommendation:**

Receive and file.

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

**Recommendation:**

Informational.

**D. Extension of Administrative Services with the City of Vacaville**

**Recommendation:**

To authorize the Executive Director to renew the administrative services contract with the City of Vacaville to a three-year contract beginning FY 2006-07 through FY 2008-09.

- E. Approval of Updated STA Human Resources Handbook**  
Recommendation:  
 Approve the updated STA Human Resources Handbook.
- F. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 3 Program**  
Recommendation:  
 Approve STA's FY 2006-07 TDA Article 3 Resolution No. 2006-02.
- G. Moved to follow the Consent Calendar - Countywide Transit Ridership and Financial Assessment**
- H. Solano Paratransit Funding Agreement Amendments**  
Recommendation:  
 Authorize the Executive Director to execute amendments to the Solano Paratransit service and funding agreement between STA and the City of Fairfield.
- I. Bay Area Regional Rail Plan Conceptual Alternatives**  
Recommendation:  
 Approve the attached preliminary comments submitted to the Steering Committee on May 17, 2006, regarding comments on the Bay Area Regional Rail Plan Conceptual Alternatives Task, Memorandum 3.a., dated April 18, 2006.
- J. Call for Projects for Countywide Transportation for Livable Communities (TLC) Program for FY 2007-08 and FY 2008-09**  
Recommendation:  
 Approve a Call for Solano County TLC Capital Projects.
- K. Pedestrian Advisory Committee Priority Pedestrian Projects**  
Recommendation:  
 Approve a \$5,000 contract with Landpeople to update the Solano Countywide Pedestrian Priority Projects funded with \$5,000 from the STA's FY 2006-07 TLC Program.
- L. Metropolitan Transportation Commission (MTC) Routine Accommodations of Bicyclists and Pedestrians in the Bay Area**  
Recommendation:  
 Approve the following:
  1. Support MTC's Routine Accommodation of Bicyclists and Pedestrians in the Bay Area as specified in Attachment B.
  2. Support MTC's decision to delegate 100% of the Regional Bicycle/Pedestrian funds to be allocated by the Congestion Management Agencies.
- M. North Connector Transportation for Livable Communities (TLC) Concept Plan**  
Recommendation:  
 Authorize the Executive Director to issue a Request for Proposal to conduct the North Connector Transportation for Livable Communities (TLC) Concept Plan, select a consultant and enter into a consultant agreement as described in Attachment A at a cost not to exceed \$40,000 of TLC Program funds.

- N. Safe Routes to Schools (SR2S) Study Update, Recommended Steering Committee Appointments and Goals**  
Recommendation:  
 Approve the following:
1. Adopt the Safe Routes to School (SR2S) Goals, Policy Actions, and Measurable Objectives as recommended by the SR2S Steering Committee;
  2. Appoint Jim Antone as the Air Quality representative and Robin Cox, as the public health representative to the Safe Routes to School (SR2S) Steering Committee.
- O. Safe Routes to Schools (SR2S) Study: Amendment to SR2S Consultant Services Agreement**  
Recommendation:  
 Authorize the Executive Director to approve Contract Amendment No. 1 with Alta Planning + Design for consultant services related to the STA's Safe Routes to School (SR2S) Study at a cost not to exceed \$122,300.
- P. Consultant Selection and Contract Approval of Engineering Services for the Project Study Report (PSR) on the I-80 HOV Lanes/Turner Pkwy Overcrossing Project**  
Recommendation:  
 Authorize the Executive Director for the following:
- A. Enter into an agreement to provide engineering services for the Project Study Report for the I-80/Turner Pkwy Project for an amount not to exceed \$1,200,000 for a contract term through July 31, 2008.
  - B. Enter into a funding agreement between Solano County and the City of Vallejo to provide the STA as the lead agency for the Project Study Report and for Solano County, in conjunction with the City of Vallejo to be responsible for the 20% local match on the federal funds.
- Q. Consultant Selection and Contract Approval of Engineering Services for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Report (PSR)**  
Recommendation:  
 Authorize the Executive Director for the following:
- A. Enter into an agreement to provide engineering services for the Project Study Report for the SR 12/Church Road Improvements for an amount not to exceed \$130,000 for a contract term through August 31, 2007.
  - B. Enter into an agreement to provide engineering services for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study for an amount not to exceed \$375,000 for a period of time through July 31, 2008.
- R. Funding Opportunities Summary**  
Recommendation:  
 Informational.
- G. Countywide Transit Ridership and Financial Assessment**  
Recommendation:  
 Authorize the Executive Director to:
1. Release a Request for Proposals for a Countywide Ridership Survey and execute a contract with a consultant for a Countywide Transit Ridership Survey not to exceed \$100,000.

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

On a motion by Vice Chair Intintoli, and a second by Member Price, the STA Board unanimously approved the recommendation on Item G, Countywide Transit Ridership and Financial Assessment.

**UPDATE FROM STAFF:**

**A. Caltrans Report**  
None reported.

**B. MTC Report**  
None reported.

**C. STA Report**

**1. State Budget Update and State Infrastructure Bond**

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

**ADJOURNMENT**

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



DATE: August 21, 2006  
TO: STA TAC  
FROM: Johanna Masiolat, Clerk of the Board  
RE: Updated STA Board and Advisory Committee Meeting Schedule for 2006

**Background:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. STA 2006 Board and Advisory Committee Meeting Schedule for 2006

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

<b>DATE</b>	<b>TIME</b>	<b>DESCRIPTION</b>	<b>LOCATION</b>	<b>STATUS</b>
August 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
August 31	9:00 a.m.	Alternative Modes Committee	Suisun City Hall	Confirmed
<b>September 13</b>	<b>6:00 p.m.</b>	<b>STA Board Meeting</b>	<b>Suisun City Hall</b>	<b>Confirmed</b>
September 15	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
September 21	6:00 p.m.	Solano Pedestrian Advisory Committee (PAC)	STA Conference Room	TBD
September 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 5	6:30 p.m.	Solano Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
<b>October 11</b>	<b>6:00 p.m.</b>	<b>STA Board Meeting</b>	<b>Suisun City Hall</b>	<b>Confirmed</b>
October 19	6:00 p.m.	Solano Pedestrian Advisory Committee (PAC)	STA Conference Room	TBD
	9:00 a.m.	Alternative Modes Committee	Suisun City Hall	Confirmed
<b>November 8</b>	<b>6:00 p.m.</b>	<b>STA Annual Awards</b>	<b>Nut Tree Family Park - Vacaville</b>	<b>Confirmed</b>
November 17	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
November 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
<b>December 13</b>	<b>6:00 p.m.</b>	<b>STA Board Meeting</b>	<b>Suisun City Hall</b>	<b>Confirmed</b>
December 21	6:00 p.m.	Solano Pedestrian Advisory Committee (PAC)	STA Conference Room	TBD

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DATE: August 23, 2006  
 TO: STA TAC  
 FROM: Sam Shelton, Assistant Project Manager  
 RE: Funding Opportunities Summary

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

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



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

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

This summary of the Solano Countywide Transportation for Livable Communities (TLC) 2006 Capital Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

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

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

**Eligible Projects:**

- Improved pedestrian facilities
- Bicycle facilities
- Transit access improvements
- Pedestrian plazas
- Traffic calming
- Streetscapes

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

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

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

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

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

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

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

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

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

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

**Previous awards in Solano County:**

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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## FUNDING OPPORTUNITY

### Caltrans Transportation Planning Grant Environmental Justice: Context-Sensitive Planning for Communities

Due October 13, 2006

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

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

Eligible Project Sponsors: Applicants: Cities, counties, transit districts and Native American Tribal Governments.  
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

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

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

Eligible Projects:

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

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

Program Contact: Norman Dong, Caltrans, [Norman\\_dong@dot.ca.gov](mailto:Norman_dong@dot.ca.gov) (916) 651-6889

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

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

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

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

Eligible Project Sponsors: Cities, counties, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.

Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.

Funding Available: \$1.5 million from the State Highway Account for FY 05/06. Maximum grant amount is \$250,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.

- Eligible Projects:
- Long-term sustainable community/economic development growth studies or plans
  - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
  - Community to school linkage studies or plans
  - Jobs and affordable housing proximity studies or plans
  - Transit Oriented/Adjacent Development or “transit village” studies or plans
  - Community transit facility/infrastructure studies or plans
  - Mixed-land use development studies or plans
  - Form-based or smart code development
  - Context sensitive streetscapes or town center studies or plans
  - Grid street system studies or plans
  - Community revitalization studies or plans
  - Context sensitive community development planning
  - Studies for community-friendly goods movement transportation corridors, ports, and airports

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

Program Contact: Brian Travis, [Brian\\_Travis@dot.ca.gov](mailto:Brian_Travis@dot.ca.gov), (916) 653-9966

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



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

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

This summary of the Caltrans Transportation Planning Grant, FTA 5305 Transit Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

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

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

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

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

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

Program Contact: Garth Hopkins, Caltrans, [Garth\\_Hopkins@dot.ca.gov](mailto:Garth_Hopkins@dot.ca.gov) (916) 654-8175

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



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

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

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

Eligible Project Sponsors: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds statewide planning studies that are jointly performed by Caltrans and MPOs/RTPAs.

Funding Available: Approximately \$1,000,000 will be available in FY 2007-2008. The maximum amount per grant cannot exceed \$300,000. The applicant needs to provide a 20 percent non-federal local match.

- Eligible Projects:
- Regional transportation planning studies (Statewide / Multi-Regional)
  - Land Use / Smart Growth Studies
  - Corridor studies  
(Smarter Growth Along the I-80 Capitol Corridor, MTC/SACOG - \$300,000)
  - Intermodal Facilities

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

Program Contact: Garth Hopkins, Caltrans, [Garth\\_Hopkins@dot.ca.gov](mailto:Garth_Hopkins@dot.ca.gov) (916) 654-8175  
Lisa Klein, MTC, [lklein@mtc.ca.gov](mailto:lklein@mtc.ca.gov) (510) 817-5832

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

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**FUNDING OPPORTUNITY**

**Bikes Belong Grant Program**

**Due by October 30, 2006**

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

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

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

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

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

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

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

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

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

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DATE: August 17, 2006  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Consulting Services to Support the City Council Coordinating Council  
Monitor and Provide Input on Association Bay Area Governments  
(ABAG)/Metropolitan Transportation Commission (MTC) Regional Projects

**Background:**

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

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

**Discussion:**

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

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

On May 11, 2006 the City County Coordinating Council (CCCC) confirmed the approach for the regional representation to monitor these projects. Our regional representatives will be Councilmember Chuck Demick from the City of Vacaville, Eve Somjen, Assistant Community Development Director with City of Fairfield, and Matt Walsh, Principal Planner for the County of Solano. Brenda Gillarde Planning and Consulting was selected to provide the consulting services.

STA proposed to contribute \$20,000 from the TLC Program funds with the remaining \$70,000 split equally between the seven cities and the County (i.e. \$8,750 each).

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

**Fiscal Impact:**

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

**Recommendation:**

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

**Attachments:**

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



**SOLANO COUNTY**  
**Department of Resource Management**

675 Texas Street, Suite 5500  
 Fairfield, CA 94533  
[www.solanocounty.com](http://www.solanocounty.com)

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

Birgitta Corsello, Director  
 Clifford Covey, Asst Director

**MEMORANDUM****RECEIVED**

June 29, 2006

JUL 7 2006

SOLANO TRANSPORTATION  
AUTHORITY

TO: Daryl Halls, Executive Director, STA

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

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

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

**Background**

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

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

Building & Safety  
 David Cliche  
 Building Official

Planning Services  
 Mike Yankovich  
 Program Manager

Environmental  
 Health  
 Terry Schmidbauer  
 Program Manager

Administrative  
 Services  
 Linda Zalesky  
 Office Supervisor

Public Works-  
 Engineering  
 Paul Wiese  
 Engineering Manager

Public Works-  
 Operations  
 Steve Hilas  
 Operations Manager

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

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

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

Sincerely,



Michael D. Johnson  
County Administrator

Birgitta E. Corsello  
Resource Management, Director

Attachments (2)

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

Cc: STA, CAO, File

**EXHIBIT A**  
**SCOPE OF WORK**

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

**Contractor Shall be Responsible for the Following Duties:**

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

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

**COUNTY SHALL BE RESPONSIBLE FOR THE FOLLOWING:**

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

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

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◆ MEMORANDUM ◆

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

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

Focusing our Vision (FOCUS)

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

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

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

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

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

#### Projections 2007/Regional Housing Needs Allocation (RHNA)

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

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

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

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

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

#### Additional Information

- New ABAG Housing Report

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

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

The report can be purchased from the ABAG Web Store (\$20.00 U.S.) or can be read online in PDF format at [http://www.abag.ca.gov/planning/housingneeds/pdf/resources/ABAG\\_housing\\_report\\_2006\\_FINAL1.pdf](http://www.abag.ca.gov/planning/housingneeds/pdf/resources/ABAG_housing_report_2006_FINAL1.pdf).

#### Attachments

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

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

RHNA	FOCUSING OUR VISION	ABAG / SUBREGIONAL ENTITY/HCD	DESCRIPTION/STATUS/ACTION REQUIRED
<b>2006</b>			
		April 30	ABAG/HCD consultation on regional share
May 25			Housing Methodology Committee (HMC) and Focusing our Vision (TAC) kickoff
June 16			Informational meeting on subregional entities
June 29	June 29		HMC/First HMC/Vision TAC meeting
		June 30	ABAG requests info from jurisdictions for developing methodology
July 6	July 6		Subgroup meets (Eve, Matt, Brenda)
July 13	July 13		Solano County Planning Directors meeting
		July 20	ABAG Board meeting
	July 27		HMC/Vision TAC meeting
July 31			Subgroup meets (Eve, Matt, Brenda)
	August		Refined Focus PDA/PCA strategies/related data
	August 24		HMC/Vision TAC meeting
August 28			Subgroup meets (Eve, Matt, Brenda)
August 31			Deadline for creating subregional entity
	September		Formulation of Focus public outreach plan
September 1			ABAG distributes survey to jurisdictions re input on RHNA methodology; 45 day response period begins
			Draft <i>Projections 2007</i> numbers distributed to jurisdictions for review

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

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

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

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



DATE: August 18, 2006  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Napa Commuter Information (SNCI) FY 2006-07 Work Program and  
FY 2005-06 Annual Report

**Background:**

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. SNCI is currently funded by the Metropolitan Transportation Commission (MTC) and STA through Bay Area Air Quality Management District (BAAQMD) and Eastern Congestion Mitigation Air Quality (ECMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. In FY2006-07, the Napa County Transportation Planning Agency (NCTPA) will be contributing local BAAQMD Transportation for Clean Air (TFCA) funds for the first time.

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

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

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

**Discussion:**

With the completion of the fiscal year, staff has prepared a FY 2005-06 Annual Report of the STA's SNCI program, which is presented as Attachment B.

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

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

#### Public Information

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

#### Vanpools

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

#### Incentives

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

#### Employers

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

#### Campaigns

There were two regional campaigns coordinated locally by SNCI program staff during FY 2005-06. The Great Race for Clean Air was a month-long campaign sponsored by the Bay Area Air Quality Management District to encourage individuals to try four different alternative commute modes in four weeks. California Bike to Work Week is designed to encourage drive-alone commuters to try bicycling to work. These campaigns involved an employer element with campaign packets being distributed to employers in Solano and Napa counties and print and radio advertising to increase public awareness.

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

**Recommendation:**

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

**Attachments:**

- A. Solano Napa Commuter Information FY 2005-06 Work Program
- B. Solano Napa Commuter Information FY 2005-06 Annual Report
- C. Solano Napa Commuter Information FY 2006-07 Work Program

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

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

## SNCI FY 2005-06 ANNUAL REPORT

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The Solano Transportation Authority's Solano Napa Commuter Information (SNCI) is a public agency program offering free information and services for using alternative transportation in Solano and Napa counties and surrounding regions.

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

The STA Board approved the FY 2005-06 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2005. The Work Program included ten major elements: Customer Service, Employer Program, Vanpool Program, Incentives, Emergency Ride Home, Fall Campaign, California Bike to Work Campaign, General Marketing, Rio Vista LIFT Solano WORKS Vanpool Project, and CalWORKS Support.

### **General Public Services and Outreach**

SNCI also provides a variety of public transit schedules on behalf of local and regional transit agencies – approximately 40,000 pieces of public transit literature was distributed. This includes 10,438 SNCI Commuter Guides; 6,690 SolanoLinks Transit Connections brochures; and 10,823 Solano-Yolo BikeLinks maps.

#### *Customer Service*

SNCI provides a high level of customer service via telephone, internet, and events. During FY 2005-06 staff responded to over 3,200 information calls; providing ridematching services, local and regional transit trip planning, Baylink Ferry schedules, and more. Approximately 650 new matchlists and 370 updated matchlists were processed.

The SNCI phone system integrates the regional 511 travel information system and maintains the 800-53-KMUTE phone number because of a high level of recognition and awareness of the 800 number.

The SNCI website is a comprehensive tool that allows individuals to access information and request ridematching or transit information twenty-four hours a day. The website is updated with Region Campaign information, commuter incentive information, and links to other programs of interest.

#### *Events*

SNCI has staffed 53 events in Solano and Napa Counties, providing in-person ridematching and transit-trip planning services. These events include:

- Farmer's markets in Vacaville, Fairfield, Benicia, Rio Vista, Vallejo, Napa, and St. Helena
- Health Fairs

- Benefits Fairs
- Employer Events
- Earth Day Events
- Community Events

Over 9,000 pieces of rideshare and public transit literature was distributed at these events.

#### *Display Racks*

In the past year, SNCI continued to provide, supply, and maintain 113 display racks with current ridesharing and transit information at locations throughout Solano and Napa Counties: city halls, community centers, libraries, chambers of commerce, and large employers. This is an increase of 6 new display racks during the fiscal year.

#### *Marketing*

SNCI regularly places advertisements in local newspapers and on local radio stations as part of regional rideshare campaigns and throughout the year to increase general program awareness. Other advertising avenues are also used, such as Chamber of Commerce “Hot Sheets,” countywide relocation guides, and city specific visitor’s guides.

#### **Vanpool Program**

Vanpool formation and maintenance are the cornerstones of the vanpool program. SNCI works with individuals and employers to illustrate the significant benefits of vanpooling and encourage vanpool formation. During FY 2004-05 SNCI formed a total of 13 new vanpools. One of these newly formed vanpools commutes from the Sacramento area to Travis Air Force Base.

Vanpool maintenance and assistance are also integral to keeping vanpools on the road. Staff performed 270 vanpool assists. Vanpool assists include processing Motor Vehicle Reports (MVR), issuing Sworn Statement Cards, processing medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, and other assistance as needed.

#### **Incentive Programs**

Solano Napa Commuter Information currently administers three ongoing incentive programs designed to entice drive alone commuters to use alternative modes of transportation. Two vanpool incentives are provided to vanpools traveling to, from, or through Solano County. One bicycle incentive is provided to individuals living or working in Solano County.

#### *Vanpool Start-Up Incentive*

The *vanpool start-up incentive* is designed to encourage the formation of vanpools and help get them on the road. Vanpool drivers/coordinators are offered incentives in the form of gas cards during the first four months, while their van is at least 70% full and they are actively recruiting new passengers. Vans can receive \$100 worth of gas cards per empty seat during the first eligible month, \$75 during the second month, \$50 during the third month, and \$25 during the fourth and final month of the incentive program. During the fiscal year, 10 vans received the vanpool start-up incentive and received a total of \$2,675.

### *Vanpool Back-Up Driver Incentive*

The *vanpool back-up driver incentive* is designed to keep active vans on the road by encouraging passengers to become back-up drivers to avoid driver burn out. Back-up drivers are vital to vanpool longevity. Back-up drivers are offered \$100 in gas cards over two months after demonstrating that they have driven at least 5 times each month. During the fiscal year, 25 commuters received the back-up driver incentive.

### *Bicycle Incentive*

Solano County residents and employees are offered an incentive to cover 60% of the cost of a new bicycle, up to \$100 for commuting to work. This program is designed to encourage commuters who work within biking distance of home to bicycle as an alternative commute mode. Five individuals received the bicycle incentive.

### **Emergency Ride Home**

The Emergency Ride Home (ERH) Program for Solano County was approved by the STA Board in June 2005 and implemented in January 2006. The objective of this program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. By alleviating workers' concerns about their ability to return home in the event of unexpected circumstances, the ERH program can help maximize the use of alternative transportation in Solano County.

There are currently 30 employers in Solano County registered for the ERH Program, representing 10,165 employees that are eligible to sign up. To date, 27 employees have registered with the program. Some of the larger registered employers include Travis Air Force Base, Kaiser Permanente Medical Center, Genentech, the City of Fairfield, and Jelly Belly. Eleven employers with 1-50 employees have also registered, demonstrating how ERH provides great value to smaller employers.

The first ERH voucher was used on August 10<sup>th</sup>. A regular vanpool rider at Travis Air Force Base took a rental car to her home in Sacramento. She rated the service as "excellent" and is very appreciative of the service.

### **Employer Program**

SNCI works with employers in Solano and Napa counties to help them improve their employees commute and reduce the number of drive alone commute trips. A database of over 500 employers in the two counties is maintained and kept current. This database is used to promote SNCI services and programs through periodic mailings and emails.

SNCI staff attends events at employer sites such as benefits fairs and Earth Day celebrations. Thirteen employer consultations and presentations have been made in a one-on-one or small group setting with human resource managers to demonstrate how Solano Napa Commuter Information can help them provide additional and low-cost benefits to their employees.

Working with Chambers of Commerce and other business-oriented organizations allow staff to network and communicate directly with employers. During the year, staff has networked at a number of Chamber of Commerce activities, workshops, and committees in addition to staffing booths at Business Expos. SNCI also advertises in Chamber Membership Directories as an additional avenue to make contact with employers.

SNCI staff attends BAAQMD Resource Team meetings in both Solano and Napa counties. Both of these teams are made up of stakeholders in regional air quality issues and work on projects specific to their county.

### **Rideshare Campaigns**

#### *Great Race for Clean Air*

Solano Napa Commuter Information partnered with the Bay Area Air Quality Management District and other Transportation Demand Management organizations in the Bay Area to support the Great Race for Clean Air. The campaign lasted throughout the month of September and encouraged individuals to try four different alternative modes (bus, ferry, rail, rideshare, bike and walk) in four weeks.

Outreach for this campaign included mailing to employers, print and radio ads, and press releases to local newspapers.

#### *California Bike to Work Week*

Bike to Work Week is held each year in May is coordinated in Solano and Napa counties by SNCI. Staff collaborates with Napa and Solano Bicycle Advisory Committees to solicit input and feedback on campaign direction. This statewide event is designed to persuade drive alone commuters to try bicycling to work, at least one day a week. To assist and motivate bicycle commuters, energizer stations are set up throughout the Bay Area and provide cyclists with refreshments, Bike to Work giveaways, and registration forms. SNCI supported a total of 12 energizer stations throughout the two counties.

A Bike to Work Week campaign packet was distributed to over 300 employers in the two counties to encourage employee participation. Local print and radio advertising was used to promote the campaign as well.

Almost 1,000 individuals participated in Bike to Work Week by submitting a registration form, visiting an energizer station, or biking to school.

Once again, strong community support for Bike to Work Week resulted in a very successful campaign. Prizes were donated by local bike shops and businesses, advocates and community members helped organize and staff energizer stations, and teachers and principals promoted Bike to School to local schoolchildren.

### **Additional Projects**

#### *Rio Vista LIFT SolanoWORKS Vanpool Project & Cal WORKS Support*

In FY 2005-06 the STA, along with other Bay Area Congestion Management Agencies (CMA), administered the Lifeline project funding and the Call for Projects for the first time. This funding is designed to fund projects identified through the countywide Welfare to Work Transportation Plan and Community Based Transportation Plans. The objectives of these

CalWORKs projects were advanced through the allocation of funds through the Solano Lifeline Program.

**SNCI Program Staff**

Director of Transit and Rideshare Services, Elizabeth Richards

Program Manager/Analyst, Anna McLaughlin

Commuter Consultant, Yolanda Dillinger

Commuter Consultant, Sorel Klein

Administrative Assistant, Sharon Bachelder

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

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1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program**: Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support of over 100 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of vanpool, bicycle, transit, and employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County employers. The emergency ride home incentive will be launched and marketed this year to employers in Napa County.
6. **SNCI Awareness Campaign**: Develop and implement a campaign to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2007 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting with the implementation of Welfare to Work transportation projects in partnership with the Counties of Solano and Napa; assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other entities.

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DATE: August 12, 2006  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: Funding Agreement Between the Solano Transportation Authority, the County of Solano, and the City of Vallejo for the I-80 High Occupancy Vehicle (HOV) Lane/Turner Overcrossing Project Study Report (PSR)

**Background:**

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

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

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

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

**Discussion:**

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

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

**Fiscal Impact:**

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

**Recommendation:**

Forward recommendation to the STA Board approving the following:

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

Attachment:

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

STA Agreement No. \_\_\_\_\_

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

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

**RECITALS**

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

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

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

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

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

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

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

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

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

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

### **TERMS**

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

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

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

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

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

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

**3. Compensation; Obligation for Matching Funds.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17. **Non-Discrimination Clause.**

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

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

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

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

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

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

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

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

SOLANO COUNTY  
A municipal corporation

SOLANO TRANSPORTATION  
AUTHORITY

By: \_\_\_\_\_  
Birgitta E. Corsello,  
Director of Resource Management

By: \_\_\_\_\_  
Daryl Halls, Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Lori Mazzella, County Counsel

By: \_\_\_\_\_  
Charles Lamoree, STA Legal Counsel

CITY OF VALLEJO,  
A municipal corporation

By: \_\_\_\_\_  
John Thompson, City Manager

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Fred Soley, City Attorney

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DATE: August 11, 2006  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: Agreement for the Delivery of the I-80 North Connector Reliever Route between the Solano Transportation Authority, the City of Fairfield, and the County of Solano

**Background:**

STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the North Connector Project.

The plan for implementation of the North Connector Project includes a joint effort, whereby the City of Fairfield would be the lead agency for implementing the eastern portion of the Central Section of the North Connector (within the City of Fairfield) and the STA would be the lead agency for implementing the Section 1 (eastern most section) and Section 3 of the North Connector. STA, City of Fairfield and Solano County staffs are continuing to work on the financial plan and cooperative agreement for the project. An overview map of the project is provided in Attachment A.

The Draft Environmental Document is currently scheduled to be released for public comment completed in early September 2006. The implementation strategy calls for moving forward concurrently with detailed preliminary engineering. The STA is proceeding with the detailed preliminary engineering for the Section 1 of the project. Currently the STA has met with the available property owners to review the project and obtain Right to Entry approvals to complete field surveying and material testing on the properties.

**Discussion:**

To complete this project, an agreement between the STA, the City of Fairfield, and County of Solano is vital as the agreement will define each agencies role, responsibility, fiscal obligation and phasing of the project segments. The staff from each agency have been actively working on the agreement as provided for in Attachment B. Highlights of the agreement include:

STA will:

- Serve as the lead agency for the preparation and certification of environmental document for Sections 1, 3 and 4 of the project.
- Provide for 50% share of the cost of the project.
- Serve as the lead agency in the design and construction of the Section 1 of the project.

- Support the County's efforts to establish a transportation impact fee or a similar mechanism to provide funding for the construction and maintenance of the project and other regional road projects within Solano County.
- Support County's efforts to establish such a fee and to have such a fee collected within all cities in Solano County, including the City of Fairfield.
- In conjunction with the City of Fairfield and the County, develop funding mechanisms for the future development of Section 4 of the project; of which is expected to be completed by 2016.

County of Solano will:

- Contribute \$2 million towards the local share of Sections 1, 2, and 3 of the project.
- In conjunction with the City of Fairfield and the STA, develop funding mechanisms for the future development of Section 4 of the project; of which is expected to be completed by 2016.
- Participate in the local 50% share of the cost for completing Section 4 of the project.
- Obtain right-of-way necessary for construction of those portions of the project to be built in the unincorporated territory of Solano County for Section 1.
- Upon completion of the project, be responsible for the maintenance of the facility within the unincorporated areas of Solano County.

City of Fairfield will:

- Serves as the lead agency for the environmental document for Section 2 of the project.
- Serve as the lead agency for the design and construction of Section 2 of the project, with the option of also being the lead agency for the design and construction of Section 3 of the project.
- Provide for the remaining 50% local share of the cost of Sections 1, 2 and 3 of the project. Work completed by the City's developer for the project is counted toward this cost.
- Support the County's efforts to establish a transportation impact fee or a similar mechanism to provide funding for the construction and maintenance of the project and other regional road projects within Solano County.
- Participate in the local 50% share of the cost for completing Section 4 of the project.
- In conjunction with the City and the County, develop funding mechanisms for the future development of Section 4 of the project; of which expected to be completed by 2016.

**Fiscal Impact:**

The STA 50% share of Sections 1, 2 and 3 of the project will be funded with Regional Measure 2 (RM2) funds dedicated to the North Connector Project. These funds are considered the regional share of the projects funding. The STA share of the cost for Section 4 has not been identified at this time.

**Recommendation:**

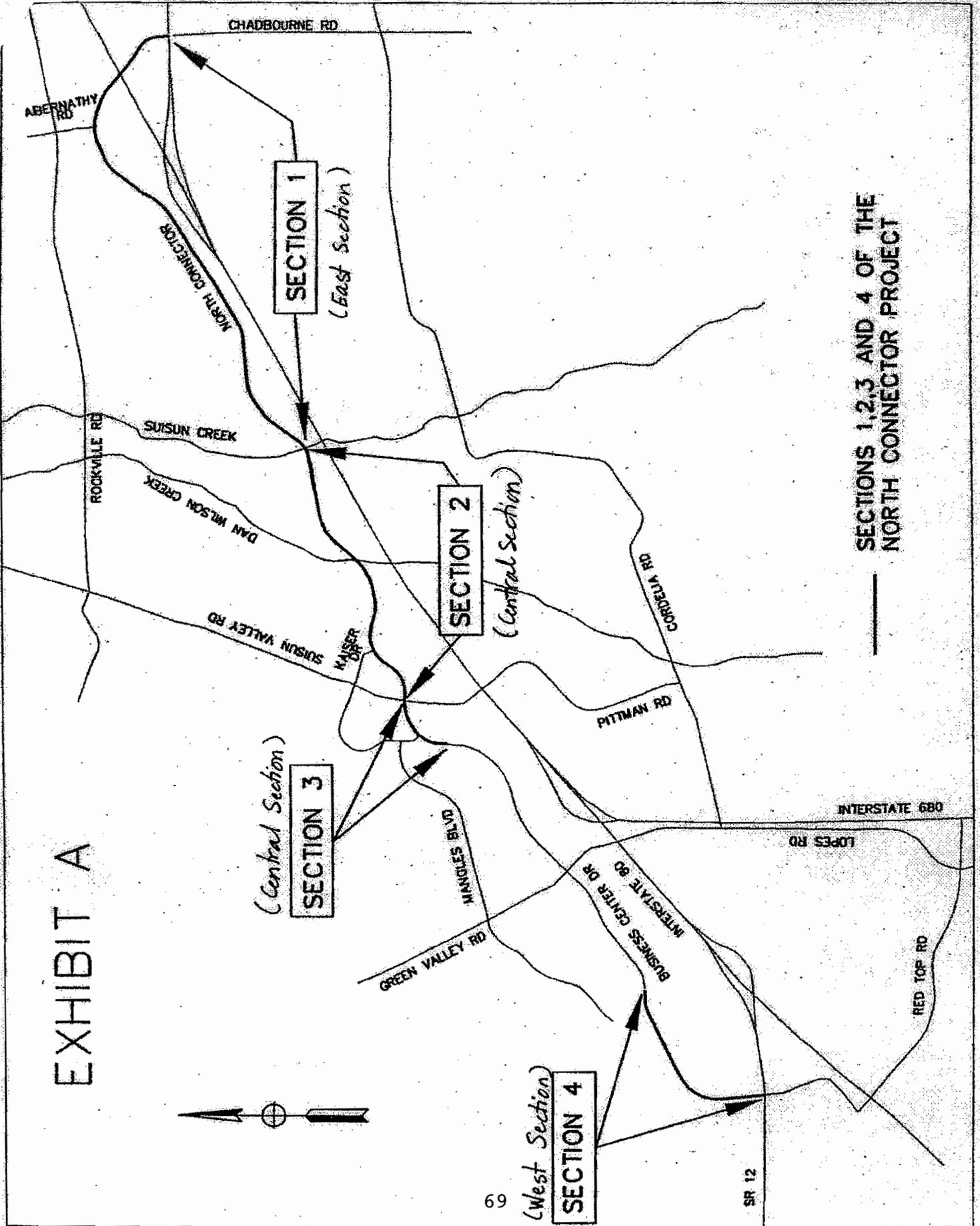
Forward recommendation to the STA Board authorizing the Executive Director to enter into an agreement between the City of Fairfield and the County of Solano for the delivery of the North Connector Project.

**Attachments:**

- A. Map of the North Connector Project.
- B. Copy of the Agreement for the Delivery of the I-80 North Connector Reliever Route between the Solano Transportation Authority, the City of Fairfield, and the County of Solano.

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EXHIBIT A



SECTIONS 1,2,3 AND 4 OF THE NORTH CONNECTOR PROJECT

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# **DRAFT**

## **MEMORANDUM OF UNDERSTANDING FOR THE DELIVERY OF THE I-80 NORTH CONNECTOR RELIEVER ROUTE**

**By and Among  
the Solano Transportation Authority,  
the City of Fairfield  
and  
the County of Solano**

This Agreement ("Agreement") entered into on \_\_\_\_\_, 2006 is between the Solano Transportation Authority (STA), the congestion management agency of Solano County; the City of Fairfield (CITY), a municipal corporation; and the County of Solano (COUNTY), a body corporate and politic, to allocate the areas of responsibility for various project activities by the three entities in delivering the I-80 North Connector Reliever Route Project ("the Project").

In consideration of the mutual promises set forth herein, the Parties agree as follows:

### **RECITALS**

1. The Project is a new intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/SR12 interchange and, thereby, remove and re-direct traffic from the main Interstate freeways to the reliever route to the primary benefit of local residents of the CITY, but also providing regional benefits to Solano County as a whole as well as to other areas in northern California.
2. The Project consists of four lanes from the Abernathy Road off ramp on I-80 to the existing Business Center Drive, and two lanes from Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road. The Project is part of the overall regional plan to provide improved movement of traffic through the I-80/I-680/Highway 12 area by providing improved ways for traffic to flow.
3. The parties to this Agreement have determined that the Project is a necessary and integral component to address traffic congestion in the City of Fairfield and through Solano County.
4. The intent of this Agreement is to define areas of responsibility among the three agencies and to define how the agencies will work together to successfully deliver the Project by working in cooperation toward a common goal. This Agreement covers Project development activities, starting with finalizing the environmental document, plans, specification and estimate (PS&E), right-of-way acquisition and construction. The STA, the CITY and COUNTY will work in partnership to deliver the Project.

5. The parties understand and acknowledge that, at present, there is no county-wide transportation impact fee or other mechanism that would provide significant funding to COUNTY for the Project.
6. The Project is divided into a number of project sections, including Sections 1, 2, 3, and 4 as shown on Exhibit A and described from east to west as follows: Section 1 extends from Abernathy Road to Suisun Creek; Section 2 extends from Suisun Creek to Suisun Valley Road; Section 3 extends from Suisun Valley Road to Business Center Drive; and Section 4 extends from Business Center Drive to State Route (SR) 12 West at Red Top Road. Said Exhibit A is incorporated herein as though set forth in full.
7. The Project is covered under two environmental documents. The CITY has completed the environmental document that covers Section 2. The STA is currently completing the environmental document that covers the balance of Project (Sections 1, 3, and 4).
8. Project development activities required to complete project delivery include finalizing the environmental document, PS&E, right-of-way acquisition and construction. The Parties agree to allocate responsibility for the various components of the Project as set forth below, including fiscal responsibility, and each Party agrees to undertake such portion or portions of the Project as listed below.

**SECTION I: AGENCY RESPONSIBILITY FOR DEVELOPMENT AND DELIVERY OF SPECIFIC PHASES OF THE PROJECT**

9. Solano Transportation Authority (STA)

STA will be responsible for the following Project deliverables:

- (a) STA will be the Lead Agency for the preparation and certification of Environmental Documentation for Sections 1, 3 and 4 of the Project.
- (b) Subject to the provisions of the Section III of Agreement on Funding Criteria, design, acquire right-of-way and construct Sections 1 and 3 of the Project with construction expected to be completed by 2009. However, at the option of CITY, Section 3 may be designed and constructed by the CITY. Should CITY design and construct Section 3, the actual cost for environmental activities, design and construction shall be accounted for in accordance with Section III of this Agreement on Funding Criteria. If, prior to CITY undertaking to construct Section 3 STA has expended costs for the design and construction of that Section then STA will be credited with those costs in accordance with Section III of this Agreement on Funding Criteria.
- (c) Construct as part of Section 1, that portion within Section 1 of CITY'S 36-inch waterline as provided for in plans and specifications provided by the CITY.
- (d) In conjunction with CITY and COUNTY, develop funding mechanisms for the future development of Section 4 of the Project; which Section is expected to be completed by 2016.
- (e) Undertake those steps necessary to support completion of the entire Project by the year 2016.

- (f) To reimburse the CITY for any right of way for the Project obtained by CITY for Section 1, if any. In particular, should the CITY purchase the entire Valine Property prior to completion of Section 1 (see Exhibit B), the STA shall purchase the entire Valine property as soon as right-of-way appraisals are completed for Section 1. The cost for the portion required for the North Connector shall be reimbursed/credited in accordance with Section III of Agreement on Funding Criteria. For the remaining portion of the Valine Property for the I-80/I-680/State Route (SR) 12 Interchange Project, the cost shall be borne by the Interchange Project. Title to such North Connector right of way will be transferred to COUNTY if not so initially acquired as COUNTY will be the public agency responsible for the North Connector right of way when Project is completed. Similarly, title for the remaining portion of the Valine Property for the Interchange Project will be on behalf of the COUNTY until the title is remitted to Caltrans as the public agency responsible for I-80 on the Interchange Project is completed. Any “remainder” property not needed for either the North Connector or Interchange Project shall be sold by COUNTY under such terms and conditions approved by STA and any funds received from said sale, following deduction for direct costs of sale for realtor commissions and costs of escrow if any there be, shall be paid to STA.
- (g) Obtain all authorizations to proceed from Federal and State agencies for Section 1 of the project. Such authorizations shall include requesting programming and obligation of funding for said Section.
- (h) Support COUNTY’S efforts to establish a transportation impact fee or a similar mechanism to provide funding for the construction and maintenance of the Project and other regional road projects within Solano County. The STA will support COUNTY’S efforts to establish such a fee and to have such a fee collected within all cities in Solano County, including the CITY.

#### 10. City of Fairfield

CITY will be responsible for the following Project deliverables:

- (a) Subject to the provisions of Section III of this Agreement on Funding Criteria, complete the environmental clearance, design and construction of Section 2 of the Project, including the portion of the Section 2 east of Suisun Valley Road with construction expected to be completed by 2008;
- (b) To maintain signalization throughout the Connector to support the prompt flow of traffic along the Connector as a key reliever route for the I-80/I-680/Highway 12 interchange, including providing adequate green time through the limits of the Project for thru traffic to ensure Project intersections operate at LOS D or better.
- (c) Provide the design and construction plans and specifications for the 36-inch water line that will be constructed as part of Section 1. The costs for the waterline construction will be fully borne by the CITY.
- (d) Undertake those steps necessary to support completion of the entire Project by the year 2016.
- (e) Support COUNTY’S efforts to establish a transportation impact fee or a similar mechanism to provide funding for the construction and maintenance of the Project and other regional road projects within Solano County. The STA

will support COUNTY’S efforts to establish such a fee and to have such a fee collected within all cities in Solano County, including the CITY.

11. County of Solano

COUNTY will be responsible for the following Project deliverables:

- (a) Participation in Project funding in accordance with Section III of Agreement on Funding Criteria.
- (b) In accordance with the Section III of Agreement on Funding Criteria, and in conjunction with STA and the CITY, develop funding mechanisms for the future development of Section 4 of Project.
- (c) Undertake those steps necessary to support completion of the entire Project by the year 2016 including, but not limited to, diligently studying and pursuing the establishment of a transportation impact fee or a similar mechanism to provide the funding for the construction and maintenance of the Project and other regional road projects within Solano County.
- (d) Obtain right-of-way necessary for construction of those portions of the Project to be built in the unincorporated territory of Solano County, upon receipt of the appropriate funding and other authorizations to proceed by the STA. Should acquisition of such right-of-way necessitate use of the powers of eminent domain, COUNTY will either exercise those rights to acquire the property or authorize STA to act on its behalf for such necessary acquisitions. The costs of such right-of-way acquisitions, including staff time and administrative costs, shall be reimbursed by STA to COUNTY upon receipt of an invoice from COUNTY after applying said costs to any then remaining balance of COUNTY’S funding obligation.

**SECTION II: RIGHT OF WAY**

- 12. CITY and COUNTY will take the lead for acquiring and certifying rights –of way for each Project phase within their respective jurisdictions. Should COUNTY not wish to utilize its powers of eminent domain, then STA may utilize its powers of eminent domain, if any, to acquire such property necessary for acquisition of rights of way.
- 13. CITY agrees to acquire right of way for the Project within the City of Fairfield when necessary property is reasonably available to CITY or, if not acquired by mutual agreement with the property owner, for which eminent domain is legally appropriate. The costs for any such acquisition shall be taken into consideration per Section III of this Agreement on Funding Criteria.

**SECTION III: FUNDING CRITERIA**

- 14. This Agreement is similar in nature to other funding agreements whereby STA and other public agencies pool their funds and efforts to deliver important transportation improvements. While the STA Governing Board has not adopted a policy for allocation of costs of such joint efforts, the two prior projects (the Leisure Town Overcrossing and the Walters Road Segment of the Jepson Parkway) have both been funded almost equally

between the STA and the other public agency or agencies involved. In light of the past practices of STA and the other public agency or agencies it would be consistent which such funding practices for STA to bear 50% of the costs of the over-all Project and CITY and COUNTY to bear 50% of the costs of the overall project.

However, the COUNTY'S present financial constraints and lack of development impact fees or other funding mechanisms for such projects limits its financial participation at this time.

Therefore, COUNTY will contribute Two Million Dollars (\$2,000,000) towards the cost of the project on or before July 1, 2007.

This funding contribution shall only apply to Section 1 of the Project and is not intended to set precedence for the COUNTY funding participation for Section 4 or for any other COUNTY funding responsibility for projects not part of this Agreement.

For the funding of Section 4, it is intended that the COUNTY participate in the funding contribution as set forth by an STA Governing Board policy for allocation of joint efforts by the STA and other public agencies to pool their funds and efforts to deliver important transportation improvements. Should the STA Governing Board not have a policy in place prior to the implementation of a funding agreement for Section 4, then the funding contribution shall be for STA to bear 50% of the costs of the over-all Project and CITY and COUNTY to bear 50% of the costs of the overall project.

15. The general outline of costs and present sources of funding for the Project are set forth in the funding matrix attached hereto as Exhibit C and incorporated herein as though set forth in full.
16. In calculating the share of funding costs by each Agency, those costs shall be the actual costs to that Agency for the Project improvements but will not include those normal and customary obligations for frontage improvements of private development such as curb, gutter, sidewalk and a lane of traffic, if any such development has occurred or occurs prior to completion of a project segment. For example, the existing improvements to Business Center Drive shall not be included in calculating the share of funding costs for the City of Fairfield. The Parties recognize that, in addition to funding improvements through an agency's general budget, Project improvements, including right of way, may be funded by use of a variety of local means such as development impact fees or improvements undertaken by private development pursuant to a development agreement. Such sources of funding shall be credited toward the share of Project funding costs of the agency that imposed the impact fee or which entered into the development agreement.
17. Each Agency shall have the ability to audit the claim of costs by another Agency and, if they cannot agree upon the costs to be credited to one Agency or another, the three parties shall mediate the matter and, if not then in agreement, submit the matter to binding arbitration.
18. Upon completion of each Section of the Project, the Parties will produce a final accounting of the total cost of the Project and the funding costs or shares of all agencies in order to make any necessary final adjustments and credits among the Parties so that final funding is in accordance with the policies of this Agreement.

**SECTION IV: AMENDMENTS TO THIS AGREEMENT**

19. STA, CITY and COUNTY agree to meet and confer upon request of any party to this Agreement to discuss proposed changes to project scope, limits, cost and/or schedule. STA, CITY and COUNTY agree to not change project scope, limits, cost and/or schedule of Project without the mutual consent of all parties to the Agreement. Said consent by parties will not be withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects. Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of all Parties.

**SECTION V: GENERAL PROVISIONS**

20. Term of Agreement. The term of this agreement shall be ten years.
21. Independent Contractor. Each Party to this Agreement shall perform their responsibilities as an independent contractor and each Party shall, at its own risk and expense, determine the method and manner by which duties imposed on then by this Agreement shall be performed; provided however that the other Parties may monitor the work performed by the other Party or Parties.
22. Indemnification. COUNTY, CITY and STA shall defend, indemnify and hold harmless each other and their officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by each of them of their "deliverables" or their officers, agents, employees, or subcontractors of activities required under this Agreement.
23. Termination for Cause. If, after written notice and 60 days opportunity to cure, either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement, the non-defaulting party may terminate this Agreement by giving one hundred eighty (180) days written notice to the defaulting party in the manner set forth in the Section below on Notices.
24. No Waiver. The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.
25. Notices. All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by

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

SOLANO TRANSPORTATION AUTHORITY

Janet Adams, Director of Projects  
One Harbor Center, Suite 130  
Suisun City, CA 94585

CITY OF FAIRFIELD

Gene Cortright  
Fairfield City Engineer  
1000 Webster Street  
Fairfield, CA 94533

COUNTY OF SOLANO

Birgitta Corsello, Director  
Solano County Resource Management  
675 Texas Street, Suite 5500  
Fairfield, CA 94533

26. Interpretation. The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.
27. Severability. If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.
28. Local Law Compliance. The Parties shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.
29. Non-Discrimination Clause.
- (a) During the performance of this Agreement, the Parties and their subcontractors, if any, shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, sexual orientation, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.
  - (b) The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or

local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

- 30. Access to Records/Retention. STA, CITY or COUNTY or any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of the Party which is directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after completion of the "deliverables" or any other work authorized hereunder and all pending matters are closed, whichever is later.
- 31. Attorney's Fees/Audit Expense. In the event that either party commences legal action of any kind or character to either enforce the provisions of this Agreement or to obtain damages for breach thereof, the prevailing party in such litigation shall be entitled to all costs and reasonable attorney's fees incurred in connection with such action. Any required audits shall be at the expense of the Party undertaking the audit.
- 32. Conflict of Interest. The Parties hereby covenant, each to the other, that they presently have no interest not disclosed to the other Parties and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services obligation hereunder, except as such as the Parties may consent to in writing prior to a conflict.
- 33. Entirety of Contract. This Agreement constitutes the entire agreement between the parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the parties with respect to the subject matter hereof.

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

SOLANO TRANSPORTATION AUTHORITY: APPROVED AS TO FORM

By: \_\_\_\_\_  
Daryl Halls, Executive Director

By: \_\_\_\_\_  
Charles Lamoree, STA Legal Counsel

CITY OF FAIRFIELD,  
a municipal corporation:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Kevin O'Rourke, City Manager

By: \_\_\_\_\_  
Gregory Stepanicich,  
Fairfield City Attorney

COUNTY OF SOLANO:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Michael D. Johnson, County Administrator

By: \_\_\_\_\_  
Lori Mazzella  
Deputy County Counsel

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DATE: August 14, 2006  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: Preliminary Engineering Priorities for Caltrans Oversight

**Background:**

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

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

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

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

**Discussion:**

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

Program (SHOPP) projects will take a priority, given Caltrans' priority for highway preservation.

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

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

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

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

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

It is recommended that a two-year plan be developed for these local oversight projects. This two-year plan would provide a prioritization of the projects based on available funding for the construction and regional equity. As provided above, five (5) agencies have preliminary engineering oversight needs. Of these five (5), the City of Benicia project has advanced to the environmental phase and is not subject to this issue.

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

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

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

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

FY 2006-07				
Priority	Agency	Project	PSR	Construction
1	Vacaville	Vaca Valley/I-505 Signal and Ramp Project	Funded	Funded
2	STA	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Not Funded
3	STA	State Route (SR) 12/Church Road PSR	Funded	Not Funded

FY 2007-08				
Priority	Agency	Project	PSR	Construction
1	Vacaville	Lagoon Valley Blvd./Ramps PSR/PR	Funded	Funded
2	STA	Rio Vista Preliminary Bridge Study	Funded	Not Funded
3	Vallejo	I-80/American Canyon/ Hiddenbrooke Interchange PSR	Funded	Not Funded
4	Vacaville	I-505 Weave Correction Project PSR	Not Funded	Not Funded
5	Caltrans	I-80 EB Aux lanes; Travis Blvd to AB Pkwy	Not Funded	Not Funded

**Fiscal Impact:**

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

**Recommendation:**

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

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

<b>FY 2006-07</b>				
<b>Priority</b>	<b>Agency</b>	<b>Project</b>	<b>PSR</b>	<b>Construction</b>
1	Vacaville	Vaca Valley/I-505 Signal and Ramp Project	Funded	Funded
2	STA	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Not Funded
3	STA	State Route (SR) 12/Church Road PSR	Funded	Not Funded

<b>FY 2007-08</b>				
<b>Priority</b>	<b>Agency</b>	<b>Project</b>	<b>PSR</b>	<b>Construction</b>
1	Vacaville	Lagoon Valley Blvd./Ramps PSR/PR	Funded	Funded
2	STA	Rio Vista Preliminary Bridge Study	Funded	Not Funded
3	Vallejo	I-80/American Canyon/ Hiddenbrooke Interchange PSR	Funded	Not Funded
4	Vacaville	I-505 Weave Correction Project PSR	Not Funded	Not Funded
5	Caltrans	I-80 EB Aux lanes; Travis Blvd to AB Pkwy	Not Funded	Not Funded

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DATE: August 21, 2006  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: State Transit Assistance Funds (STAF) Proposed Funding Amendment #2  
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 (see Attachments A1 and A2). Along with approving the amendment, the STA Board approved a policy statement that prioritized any additional STAF funds be directed to supplement the countywide ridership survey.

**Discussion:**

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

Several existing and some new projects are recommended for additional FY2006-07 STAF funding. With the approval of a previous amendment to the FY2006-07 STAF project list, the STA Board took action to prioritize the Countywide Transit Ridership Survey for future additional STAF funding. Staff is recommending \$50,000 be added to the existing budget of \$100,000.

The I-80/HOV Turning Overcrossing would be a new on/off ramp at a newly constructed overcrossing in north Vallejo. With HOV exclusive on/off ramps, intercity transit buses could directly access the future HOV lane in the middle of the freeway and avoid timely merging. For this HOV project, \$80,000 of STAF funding is recommended as one-third of the local match for a federal earmark that is funding a project study report for the project. The remaining two-thirds would be contributed by the County and the City of Vallejo.

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

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

As a result of the transfer of Rt. 90 from Vallejo to Fairfield, additional STAF is recommended for FY2007-08 in conjunction with the (Regional Measure) RM 2 funding distribution. These STAF funds would be for Fairfield/Suisun Transit's operation of intercity Routes 40 and 90 and Vallejo Transit's operation of Routes 70, 80, and 85. The amount recommended for FST is \$230,000 and for Vallejo Transit is \$165,000.

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

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

**Recommendation:**

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

**Attachments:**

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

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

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**NORTHERN COUNTIES STAF**

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

**Projects/Programs**

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

Balance: \$ 110,474

**REGIONAL PARATRANSIT**

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

**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
<b>TOTAL:</b>	<b>\$ 228,000</b>

Balance \$ 21,039

<sup>1</sup> MTC Feb. 06 Estimate

<sup>2</sup> Includes Prop. 42 increment, interest, unclaimed projects, higher FY 2006 rev est.

<sup>3</sup> Yr. 3 of 3 yr. Funding

<sup>4</sup> 3<sup>rd</sup> yr. of match for MTC LIFT 3-yr. project grant

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

<sup>6</sup> Approved in FY2005-06, unclaimed, unallocated & carried over from FY2005-06

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

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**NORTHERN COUNTIES STAF**

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

<b><u>Projects/Programs</u></b>	
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>
<b>TOTAL:</b>	<b>\$ 648,000</b>

Balance \$ 125,369

**REGIONAL PARATRANSIT**

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

<b><u>Projects/Programs</u></b>	
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>
<b>TOTAL:</b>	<b>\$ 203,000</b>

Balance: \$ 1,861

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<sup>1</sup> Assumes same STAF as FY 2006-07 without Prop. 42 funds.

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

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**NORTHERN COUNTIES STAF**

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

**Projects/Programs**

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

Balance: \$ 242,418

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<sup>1</sup> MTC July 06 Estimate

<sup>2</sup> Includes Prop. 42 increment, interest, unclaimed projects, higher FY 2006 rev est.

<sup>3</sup> Yr. 3 of 3 yr. Funding

<sup>4</sup> 3<sup>rd</sup> yr. of match for MTC LIFT 3-yr. project grant

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

<sup>6</sup> Approved in FY2005-06, unclaimed, unallocated & carried over from FY2005-06

<sup>7</sup> To be carried over and claimed in FY07-08

## REGIONAL PARATRANSIT

<u>Revenue Estimates</u> <sup>1</sup>	<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 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**

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**NORTHERN COUNTIES STAF**

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

**Projects/Programs**

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
<b>TOTAL:</b>	<b>\$ 648,000</b>

Balance \$ 253,313

**REGIONAL PARATRANSIT**

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

**Projects/Programs**

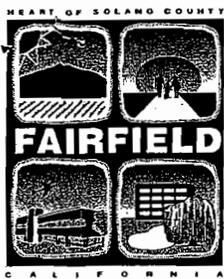
Vallejo Paratransit Operations	\$ 88,000
Sol Paratransit Operations	\$ 40,000
Sol Paratransit Vehicles Improvement Fund	\$ 35,000
Paratransit Coordination, PCC	\$ 40,000
<b>TOTAL:</b>	<b>\$ 203,000</b>

Balance: \$ 1,861

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

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Home of  
Travis Air Force Base

# CITY OF FAIRFIELD RECEIVED

Founded 1856

FAIRFIELD TRANSPORTATION CENTER  
2000 CADENASSO DRIVE  
FAIRFIELD, CA 94533

ATTACHMENT C

Incorporated December 12, 1903

707.428.7635  
FAX 707.426.3298

AUG - 8 2006

SOLANO TRANSPORTATION  
AUTHORITY

Department of Public Works

August 7, 2006

**COUNCIL**

Mayor  
Harry T. Price  
707.428.7395

Vice-Mayor  
Jack Batson  
707.429.6298

Councilmembers  
707.429.6298

Marilyn Farley

Frank Kardos

John Mraz

...

City Manager  
Kevin O'Rourke  
707.428.7400

...

City Attorney  
Greg Stepanicich  
707.428.7419

...

City Clerk  
Arietta Cortright  
707.428.7384

...

City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7496

**DEPARTMENTS**

Community Services  
707.428.7465

...

Finance  
707.428.7496

...

Fire  
707.428.7375

...

Human Resources  
707.428.7394

...

Planning &  
Development  
707.428.7461

...

Police  
707.428.7551

...

Public Works  
707.428.7485

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

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

Dear Mr. Halls:

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

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

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

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

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

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

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

Sincerely,



Gene S. Cortright  
Director of Public Works

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



DATE: August 21, 2006  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Status of FY 2006-07 Intercity Transit Funding 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 Solano County city and the County of Solano to work on this multi-jurisdictional project.

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

**Discussion:**

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

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

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

After several weeks of negotiation among FST, Vallejo Transit and the STA, a resolution has been reached. FST will take over the operation of Rt. 90 effective October 1, 2006. With the agreed upon resolution, additional Northern County State Transit Assistance Funds (STAF) were assumed to make up for funding shortfalls identified by the two transit operators. This is further outlined in the TAC and Consortium STAF amendment agenda items.

In addition, as part of the RM2 negotiations, FST requested that the STA take responsibility for the management of Rt. 90 in the long-term which the STA has agreed to be effective with the October 1 service change. This is similar to the STA's oversight of Rt. 30. STA staff is recommending this action to the STA Board at the September 2006 STA Board meeting. With the resolution of Rt. 90's operation, the Intercity Transit Funding agreement for FY 2006-07 can move forward and be executed by all parties.

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

MIG has designed a general concept which is under review. This includes a proposed an identity change from SolanoLinks to SolanoExpress (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, streamlined and more appealing levels of service. Staff recommends the fall marketing campaign use the "SolanoExpress" identity and that "SolanoExpress" replace SolanoLinks in future marketing efforts.

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

With the assistance of transit operators, STA staff is proposing the incorporation of a free or discounted fare element to this promotional campaign. This is being proposed to encourage new riders and to incentivize current riders to continue to use SolanoExpress bus service. An update of this and the marketing campaign overall will be provided at the TAC and Consortium meetings.

**Fiscal Impact:**

SolanoLinks marketing is currently in the STA budget and no new funding is being requested for this purpose. If a promotion to offer free rides to existing or new passengers is included as an element of this campaign, additional STAF funds will be necessary to implement this incentive.

**Recommendation:**

Recommend the STA Board approve the following:

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

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DATE: August 23, 2006  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update – August 2006

**Background:**

Solano Transportation Authority (STA) staff monitors state and federal legislation that pertains directly to transportation and related issues based on the STA Board's adopted Legislative Platform and Priorities.

**Discussion:**

**SB 1719** (Perata) Transportation funding bill 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. Originally the bill modified current law to remove the requirement that cities and counties spend at least what they were spending, on average, over the period 1996-1999 in order to qualify for funding. With the May 24, 2006 amendment, the original funding level requirement was reinserted. The full text of SB 1719 as amended on May 24 is included as Attachment B, and an analysis prepared on August 18, 2006 by Howard Posner of the Senate Appropriations Committee is included as Attachment C. Staff recommends a watch position on SB 1719.

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

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

The most recent amendment (August 14, 2006) added clarifying language to require that an independent audit be performed on the program *within 2 years after the fee becomes operative, and each year after that date*. This legislation would help Solano County by providing an optional tool to address traffic congestion and environmental needs. If the STA imposed the maximum \$5

surcharge, an estimated \$3.8 million per year would be available if both fees were implemented, \$1.9 million per year of which would be specifically for congestion management purposes.

**SB 1611 (Simitian) Congestion Management Fee: Vehicle Registration** was introduced in February, 2006. The STA Board approved a position of support on this bill in July, 2006. SB 1611 would authorize a congestion management agency (by a majority vote of the governing board) to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee up to \$25 on each motor vehicle registered within a county for transportation projects and programs with a relationship or benefit to the persons paying the fee. Based on the California Department of Motor Vehicles' 2004 "Estimated Fee Paid Vehicle Registrations by County," SB 1611 has the potential of providing Solano County \$377,543 for every dollar of the fee, up to \$9.4 million annually if the maximum \$25 fee were to be approved by the STA Board.

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

#### Federal Update

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

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

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

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

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

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

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

**Recommendation:**

Forward a recommendation to the STA Board to adopt a watch position on Senate Bill 1719 related to Proposition 42/Transportation Investment Fund.

**Attachments:**

- A. Legislative Matrix
- B. SB 1719 (Perata) as amended 05-24-06
- C. SB 1719 (Perata) Bill Analysis
- D. SB 1611 (Simitian) as amended 08-07-06
- E. SB 1611 (Simitian) Bill Analysis
- F. State Legislative Update – August 15, 2006 (Shaw/Yoder, Inc.)
- G. Federal Legislative Update – July 31, 2006 (The Ferguson Group)

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**Solano Transportation Authority  
Legislative Matrix  
August 21, 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.	Amended 8/09/06; Senate third reading 08/22/06	Support: <ul style="list-style-type: none"> <li>• Alameda-Contra Costa Transit District</li> <li>• American Lung Assoc.</li> <li>• CA League of Conservation Voters</li> <li>• CA Secure Transportation Energy Partnership</li> <li>• Clean Power Campaign</li> <li>• Coalition for Clean Air</li> <li>• Defenders of Wildlife, CA Program Office</li> <li>• Natural Resources Defense Council</li> <li>• Planning and Conservation League</li> <li>• Sierra Club of CA</li> </ul>	
			Oppose: <ul style="list-style-type: none"> <li>• CA Dept. of Finance-</li> </ul>	

ATTACHMENT A

State Legislation Bill/Author	Subject	Status of Bill	STA Position
<p><b>AB 1407 (Lieber)</b>            Bridge Toll Cleanup: RM2 &amp; Hybrid Vehicles in HOV Lanes</p>	<p>Modifies existing law related to management structure for Regional Rail Plan in Regional Measure 2 (RM2). Specifies that owner of a hybrid vehicle registered in the 90county Bay Area who seeks a vehicle identifier in order to use the HOV lanes leading to the state-owned toll bridges must maintain a FasTrak account in order to pay bridge tolls when using the HOV lanes without the required number of occupants. Authorizes MTC, in consultation with a project sponsor, to reprogram RM2 project savings to another project in the same bridge corridor. Also permits MTC to swap RM2 funds on a 1:1 basis for alternate funds for other projects that improve travel options in the bridge corridors. Authorizes a local authority to suspend lane access privileges during periods of peak congestion under certain conditions.</p>	<p>Amended 8/17/06;            Senate third reading 8/22/06</p> <p>Bay Area Toll Auth.-Support            CSAC-Watch            MTC-Support/Sponsor            Santa Clara County-Support/Sponsor</p>	
<p><b>AB 1783 (Nunez)</b>            Infrastructure Bond Proposal</p>	<p>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.</p>	<p>Introduced 1/4/06;            In Assembly            ABAG-Support            LCC-Watch</p>	<p>Watch            03/08/06</p>
<p><b>AB 2128 (Torrico)</b>            Employer Tax Credit: Commuter Benefits</p>	<p>Authorizes an employer until <del>2017</del> 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></p>	<p>From committee without further action pursuant to Joint Rule 62(a) 06/08/06</p>	

State Legislation Bill/Author	Subject	Status of Bill	STA Position
<b>AB 2444 (Klehs)</b> Vehicle Registration Fee: Congestion Management, Water and Air Quality	<p>Authorizes the congestion management agencies in the 9 Bay Area counties to each impose, by a two-thirds vote of the respective government board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. Further authorizes the Bay Area Air Quality Management District to impose an additional \$5 annual fee on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the Bay Area and the Bay Area Air Quality Management District would each have responsibility for one half of the revenues derived by this portion of the fee. Caps the amount that these districts may spend on administrative expenses at 5 percent. Requires independent audit <i>within 2 years after fee becomes operative and each year after that date</i> (Amended 8/14/06)</p>	Amended 8/14/06; Senate third hearing 8/22/06  <u>Support:</u> 35 agencies/organizations  <u>Oppose:</u> 6 agencies/organizations	Support 07/12/06
<b>AB 2538 (Wolk)</b> Project Programming, Planning & Monitoring (PPM) Funds	<p>Provides that each county may request up to 5 percent of its county share in the State Transportation Improvement Program (STIP) for the purpose of project planning, programming, and monitoring. <del>Further specifies that in no event shall this maximum amount be less than would be the case if the annual STIP funding were \$1.25 billion.</del> (Amended 5/26/06)</p>	Amended 5/26/06 Senate third reading 8/22/06  <u>Support:</u> <ul style="list-style-type: none"> <li>• MTC</li> <li>• VTA-Santa Clara</li> <li>• CCTA-Contra Costa</li> <li>• SCTA-Sonoma</li> <li>• OCTA-Orange</li> <li>• NCTPA-Napa</li> </ul>	Support and co-sponsor 03/08/06
<b>SB 44 (Kehoe)</b> General Plan: Air Quality Element	<p>Requires each local jurisdiction to adopt an air quality element as part of its general plan or amend its general plan to include data and analysis, comprehensive goals, policies and implementation strategies to improve air quality no later from one year from the date specified for the next revision of its housing element. Requires that the jurisdiction send a copy of the draft amendment to the appropriate air quality management district for review and comment. Specifies that implementation measures include only those measures over which the city or county has control and shall be balanced with other state and local policies.</p>	Amended 5/17/05; Reconsideration granted; placed on inactive file on request of Assembly Member Frommer 8/22/06  ABAG-Watch BAAQMD-Support	Request comments from cities & counties 05/11/05

State Legislation Bill/Author	Subject	Status of Bill	STA Position
<b>SB 1024 (Perata)</b> 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  ABAG-Watch BAAQMD-Support MTC-Support	Watch 05/11/05, 03/08/06
<b>SB 1165 (Dutton)</b> Transportation Bond Acts of 2006, 2008 & 2012 110	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 Transportation & Housing and Environmental Quality Committees 1/19/06  LCC-Watch	Watch 03/08/06
<b>SB 1266 (Perata) - Proposition 1B</b> 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
<p><b>SB 1611 (Simitian)</b> Congestion Management Fee: Vehicle Registration</p> <p>111</p>	<p>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.</p>	<p>Amended 08-07-06 Held under submission by Assembly Appropriations Committee 08-17-06</p> <p><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</p>	<p>Support 07/12/06</p>
<p><b>SB 1694 (Aanestad)</b> Federal Funds: Allocation to Counties</p>	<p>Requires that counties receive \$30 million or 15 percent of the discretionary portion of the Equity Bonus for the federal-aid secondary road system. (Amended 4/19/06)</p>	<p>Senate Appropriations Committee set first hearing; Held in committee and under submission 05/25/06.</p> <p>CSAC-Support MTC-Oppose</p>	
<p><b>SB 1719 (Perata)</b> Proposition 42: Transportation Investment Fund</p>	<p>Provides for the distribution of funding from Proposition 42 after FY 2008-09, maintaining the existing 40/40/20 split between the State Transportation Improvement Program (STIP), local streets and roads, and the Public Transportation Account respectively. <i>Requires cities and counties to spend at least what they were spending, on average, over the period 1996-1999.</i> (Amended 5/24/06)</p>	<p>Assembly third hearing 8/21/06</p>	

State Legislation Bill/Author	Subject	Status of Bill	STA Position
<b>SB 1812 (Runner)</b> Caltrans' participation in a federal surface transportation project delivery pilot program	Authorizes the State of California Caltrans Director 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. <i>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.</i> (Amended 5/2/06)	Senate Appropriations Committee 5/25/06  CSAC-Support LCC-Support	Support 05/10/06
<b>SCA 7 (Torlakson)</b> Proposition 42 Protection  112	<del>Amended version removes proposed revisions to Proposition 42, restoring original language. Modifies the suspension provision in Proposition 42 to provide that the transfer of gasoline sales tax revenues to transportation may only be suspended twice in a decade, and that such a suspension must be repaid within three years with interest. A second suspension may not be made until the first one is repaid.</del> (Amended 5/4/06)	Enacted, Chapter 49, Statutes of 2006	Support/endorse 07/12/06
<b>SCR 123 (Florez)</b> Joint Legislative Committee on High-Speed Trains	Would establish the Joint Legislative Committee on High-Speed Trains through 2008 to hold public hearings, receive public comment and review the work of the California High-Speed Rail Authority and the plans for a high-speed train system in California.	Senate Third Reading 8/22/06	Watch 07/12/06

**California Legislature  
2005-06 Regular Session Calendar**

<p><b>January 2006</b> (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><b>July</b> 7 Summer Recess begins on adjournment, provided Budget Bill has been enacted</p>
<p><b>February</b> 24 Last day to introduce bills</p>	<p><b>August</b> 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><b>April</b> 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><b>September</b> 9 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><b>May</b> 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><b>October</b> 2 Bills enacted on or before this date take effect on June 1, 2007</p>
<p><b>June</b> 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><b>November</b> 30 2005-06 session adjourns at midnight December 4 2007-08 Regular session convenes at midnight</p>

**IMPORTANT DATES OCCURRING DURING FINAL CALIFORNIA LEGISLATURE RECESS**

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

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AMENDED IN SENATE MAY 24, 2006  
AMENDED IN SENATE APRIL 20, 2006

**SENATE BILL**

**No. 1719**

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**Introduced by Senator Perata**

February 24, 2006

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An act to add Section ~~7104.1~~ 7104.2 to the Revenue and Taxation Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1719, as amended, Perata. Transportation Investment Fund.

Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003–04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007–08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes.

This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008–09 fiscal year.

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

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

1 SECTION 1. Section ~~7104.1~~ 7104.2 is added to the Revenue  
2 and Taxation Code, to read:

3 ~~7104.1.~~

4 7104.2. (a) The Transportation Investment Fund (hereafter  
5 the fund) in the State Treasury is hereby continued in existence.  
6 All revenues transferred to the fund pursuant to Article XIX B of  
7 the California Constitution beginning with the 2008-09 fiscal  
8 year shall be available for expenditure as provided in this section,  
9 subject to appropriation by the Legislature.

10 (b) All of the following shall occur on a quarterly basis:

11 (1) The State Board of Equalization, in consultation with the  
12 Department of Finance, shall estimate the amount that is  
13 transferred to the General Fund under subdivision (b) of Section  
14 7102 that is attributable to revenue collected for the sale, storage,  
15 use, or other consumption in this state of motor vehicle fuel, as  
16 defined in Section 7304.

17 (2) The State Board of Equalization shall inform the  
18 Controller, in writing, of the amount estimated under paragraph  
19 (1).

20 (3) Commencing with the 2008-09 fiscal year, the Controller  
21 shall transfer the amount estimated under paragraph (1) from the  
22 General Fund to the fund.

23 (c) For each quarter, commencing with the 2008-09 fiscal  
24 year, the Controller shall make all of the following transfers and  
25 apportionments from the fund:

26 (1) To the Public Transportation Account, a trust fund in the  
27 State Transportation Fund, 20 percent of the revenues deposited  
28 in the fund. *Funds transferred under this paragraph shall be*  
29 *allocated as follows:*

30 (A) *To the Department of Transportation, 50 percent for*  
31 *purposes of subdivision (a) or (b) of Section 99315 of the Public*  
32 *Utilities Code.*

33 (B) *To the Controller, 25 percent for allocation pursuant to*  
34 *Section 99314 of the Public Utilities Code. Funds allocated*  
35 *under this subparagraph shall be subject to all of the provisions*

1 *governing funds allocated under Section 99314 of the Public*  
2 *Utilities Code.*

3 *(C) To the Controller, 25 percent for allocation pursuant to*  
4 *Section 99313 of the Public Utilities Code. Funds allocated*  
5 *under this subparagraph shall be subject to all of the provisions*  
6 *governing funds allocated under Section 99313 of the Public*  
7 *Utilities Code.*

8 (2) To the Department of Transportation for expenditure for  
9 transportation capital improvement projects subject to all of the  
10 rules governing the State Transportation Improvement Program,  
11 40 percent of the revenues deposited in the fund.

12 (3) To the Controller for apportionment pursuant to paragraphs  
13 (A) and (B), 40 percent of the revenues deposited in the fund.

14 (A) Of the amount available under this paragraph, 50 percent  
15 shall be apportioned by the Controller to the counties, including  
16 a city and county, in accordance with the following formulas:

17 (i) Seventy-five percent of the funds payable under this  
18 subparagraph shall be apportioned among the counties in the  
19 proportion that the number of fee-paid and exempt vehicles that  
20 are registered in the county bears to the number of fee-paid and  
21 exempt vehicles registered in the state.

22 (ii) Twenty-five percent of the funds payable under this  
23 subparagraph shall be apportioned among the counties in the  
24 proportion that the number of miles of maintained county roads  
25 in each county bears to the total number of miles of maintained  
26 county roads in the state. For the purposes of apportioning funds  
27 under this subparagraph, any roads within the boundaries of a  
28 city and county that are not state highways shall be deemed to be  
29 county roads.

30 (B) Of the amount available under this paragraph, 50 percent  
31 shall be apportioned by the Controller to cities, including a city  
32 and county, in the proportion that the total population of the city  
33 bears to the total population of all the cities in the state.

34 (d) Funds received under subparagraph (A) or (B) of  
35 paragraph (3) of subdivision (c) shall be deposited as follows in  
36 order to avoid the commingling of those funds with other local  
37 funds:

38 (1) In the case of a city, into the city account that is designated  
39 for the receipt of state funds allocated for transportation  
40 purposes.

1 (2) In the case of a county, into the county road fund.

2 (3) In the case of a city and county, into a local account that is  
3 designated for the receipt of state funds allocated for  
4 transportation purposes.

5 (e) Funds allocated to a city, county, or city and county under  
6 subparagraph (A) or (B) of paragraph (3) of subdivision (c) shall  
7 be used only for street and highway maintenance, rehabilitation,  
8 reconstruction, and storm damage repair. For purposes of this  
9 section, the following terms have the following meanings:

10 (1) "Maintenance" means either or both of the following:

11 (A) Patching.

12 (B) Overlay and sealing.

13 (2) "Reconstruction" includes any overlay, sealing, or  
14 widening of the roadway, if the widening is necessary to bring  
15 the roadway width to the desirable minimum width consistent  
16 with the geometric design criteria of the department for 3R  
17 (reconstruction, resurfacing, and rehabilitation) projects that are  
18 not on a freeway, but does not include widening for the purpose  
19 of increasing the traffic capacity of a street or highway.

20 (3) "Storm damage repair" is repair or reconstruction of local  
21 streets and highways and related drainage improvements that  
22 have been damaged due to winter storms and flooding, and  
23 construction of drainage improvements to mitigate future  
24 roadway flooding and damage problems, in those jurisdictions  
25 that have been declared disaster areas by the President of the  
26 United States, where the costs of those repairs are ineligible for  
27 emergency funding with Federal Emergency Relief (ER) funds or  
28 Federal Emergency Management Administration (FEMA) funds.

29 (f) (1) *Cities and counties shall maintain their existing  
30 commitment of local funds for street and highway maintenance,  
31 rehabilitation, reconstruction, and storm damage repair in order  
32 to remain eligible for the allocation of funds pursuant to  
33 subparagraph (A) or (B) of paragraph (3) of subdivision (c).*

34 (2) *In order to receive any allocation pursuant to  
35 subparagraph (A) or (B) of paragraph (3) of subdivision (c), the  
36 city or county shall annually expend from its general fund for  
37 street, road, and highway purposes an amount not less than the  
38 annual average of its expenditures from its general fund during  
39 the 1996-97, 1997-98, and 1998-99 fiscal years, as reported to  
40 the Controller pursuant to Section 2151 of the Streets and*

1 *Highways Code. For purposes of this paragraph, in calculating*  
2 *a city's or county's annual general fund expenditures and its*  
3 *average general fund expenditures for the 1996-97, 1997-98,*  
4 *and 1998-99 fiscal years, any unrestricted funds that the city or*  
5 *county may expend at its discretion, including vehicle in-lieu tax*  
6 *revenues and revenues from fines and forfeitures, expended for*  
7 *street and highway purposes shall be considered expenditures*  
8 *from the general fund. One-time allocations that have been*  
9 *expended for street and highway purposes, but which may not be*  
10 *available on an ongoing basis, including revenue provided under*  
11 *the Teeter Plan Bond Law of 1994 (Chapter 6.6 (commencing*  
12 *with Section 54773) of Part 1 of Division 2 of Title 5 of the*  
13 *Government Code), may not be considered when calculating a*  
14 *city's or county's annual general fund expenditures.*

15 (3) *For any city incorporated after July 1, 1996, the*  
16 *Controller shall calculate an annual average of expenditure for*  
17 *the period between July 1, 1996, and December 31, 2000, that*  
18 *the city was incorporated.*

19 (4) *For purposes of paragraph (2), the Controller may request*  
20 *fiscal data from cities and counties in addition to data provided*  
21 *pursuant to Section 2151, for the 1996-97, 1997-98, and*  
22 *1998-99 fiscal years. Each city and county shall furnish the data*  
23 *to the Controller not later than 120 days after receiving the*  
24 *request. The Controller may withhold payment to cities and*  
25 *counties that do not comply with the request for information or*  
26 *that provide incomplete data.*

27 (5) *The Controller may perform audits to ensure compliance*  
28 *with paragraph (2) when deemed necessary. Any city or county*  
29 *that has not complied with paragraph (2) shall reimburse the*  
30 *state for the funds it received during that fiscal year. Any funds*  
31 *withheld or returned as a result of a failure to comply with*  
32 *paragraph (2) shall be reallocated to the other counties and*  
33 *cities whose expenditures are in compliance.*

34 (6) *If a city or county fails to comply with the requirements of*  
35 *paragraph (2) in a particular fiscal year, the city or county may*  
36 *expend during that fiscal year and the following fiscal year a*  
37 *total amount that is not less than the total amount required to be*  
38 *expended for those fiscal years for purposes of complying with*  
39 *paragraph (2).*

1     (7) *The allocation made under subparagraph (A) or (B) of*  
2 *paragraph (3) of subdivision (c) shall be expended not later than*  
3 *the end of the fiscal year following the fiscal year in which the*  
4 *allocation was made, and any funds not expended within that*  
5 *period shall be returned to the Controller and shall be*  
6 *reallocated to the other cities and counties pursuant to the*  
7 *allocation formulas set forth in subparagraph (A) or (B) of*  
8 *paragraph (3) of subdivision (c).*

9     (g) For the purpose of allocating funds under subparagraph  
10 (A) or (B) of paragraph (3) of subdivision (c) to counties, cities,  
11 and a city and county, the Controller shall use the most recent  
12 population estimates prepared by the Demographic Research  
13 Unit of the Department of Finance. For a city that incorporated  
14 after January 1, 2008, that does not appear on the most recent  
15 population estimates prepared by the Demographic Research  
16 Unit, the Controller shall use the population determined for that  
17 city under Section 11005.3 of the Revenue and Taxation Code.

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SENATE THIRD READING  
SB 1719 (Perata)  
As Amended May 24, 2006  
Majority vote

SENATE VOTE :38-0

TRANSPORTATION            12-0                    APPROPRIATIONS            18-0

Ayes:	Oropeza, Huff, Bogh, Chan, Shirley Horton, Karnette, Liu, Niello, Pavley, Ridley-Thomas, Salinas, Calderon	Ayes:	Chu, Sharon Runner, Bass, Berg, Calderon, De La Torre, Emmerson, Haynes, Karnette, Klehs, Leno, Nakanishi, Nation, Oropeza, Ridley-Thomas, Saldana, Walters, Yee
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SUMMARY : Continuously authorizes the transfer of sales tax revenue derived from the sale of motor vehicle fuels to the Transportation Investment Fund (TIF) beginning in fiscal year (FY) 2008-09. Specifically, this bill :

- 1) Makes permanent the statutory provisions that allow the apportionment of motor vehicle fuel sales tax revenues to the State Transportation Improvement Program (STIP) and local transportation programs, consistent with the existing distribution formula of: 20% to the Public Transportation Account (with specified allocations); 40% to STIP; 20% to counties for street and road purposes; and, 20% to cities for street and road purposes (with counties and cities required to maintain their current streets and roads funding commitments).
- 2) Allows the Traffic Congestion Relief Fund (TCRF) to sunset.

EXISTING LAW : Repeals, on June 30, 2008, the statutory provisions described in #1) above.

FISCAL EFFECT : According to the Senate Appropriations Committee analysis, starting in FY 2008-09, this bill would allow an

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annual transfer of sales tax revenue from the General Fund to the TIF of \$1.4 billion.

COMMENTS : TCRF and the authorization to allocate the revenue from the TIF to the STIP and local agencies are scheduled to sunset on June 30, 2008. In 2002, the voters passed Proposition 42 which made permanent, subject to certain exceptions, the transfer of state sales tax revenues from the motor vehicle fuel sales to transportation programs. Should existing law sunset, there would be no statutory authorization to allocate the revenues in the TIF.

In 2000, the Legislature enacted the Traffic Congestion Relief Act of 2000 (Act), AB 2928 (Torlakson), Chapter 91, Statutes of 2000. This Act created the Transportation Congestion Relief Plan (TCRP), a \$4.6 billion program of transportation projects to be funded from the state's share of sales tax revenue derived from the sale of motor vehicle fuel and provided revenues for the STIP and local agencies for transportation purposes. The fuel sales tax revenues are deposited in the TIF. Revenues in the TIF are transferred to TCRF to finance the TCRP. The Act allocates additional TIF revenues to the STIP and local agencies as follows: 20% to the Public Transit Account; 40% to STIP; 20% to counties for street and road purposes; and 20% to cities for street and road purposes. TCRF and the authorization to allocate the revenues to the STIP and local agencies are scheduled to sunset on June 30, 2008.

Proposition 42, which was approved by the voters in March 2002, placed in the California Constitution the revenue allocation provisions of the Traffic Congestion Relief Act of 2000 through June 30, 2008, and made the transfer of the state sales tax revenues on motor vehicle fuels to transportation programs permanent. Proposition 42 also incorporated into the Constitution the allocation formula for the transfer of revenues to STIP and to local transportation programs. Under the provisions of Proposition 42, the Legislature may modify the percentage shares used in distributing the revenue to the STIP and the local transportation programs by a two-thirds vote in each house. Proposition 42 also allowed the transfer of revenues to the TIF to be suspended should the Governor recommend so and the Legislature concur by a two-thirds vote of each house.

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Because of the sunset provision in existing law, there is no statutory direction for implementing the revenue distribution requirements of Proposition 42 beyond June 30, 2008.

Analysis Prepared by : Howard Posner / TRANS. / (916) 319-2093

FN: 0016349

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AMENDED IN ASSEMBLY AUGUST 7, 2006

AMENDED IN SENATE APRIL 19, 2006

**SENATE BILL****No. 1611****Introduced by Senator Simitian**

February 24, 2006

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

## LEGISLATIVE COUNSEL'S DIGEST

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

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

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

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

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

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

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

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

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

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

17     ~~SECTION 1.~~

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

19     ~~9250.6. (a) A county congestion management agency created~~

20     9250.6. (a) *For purposes of this section, the following terms*  
21 *have the following meanings:*

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

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

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

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

20 ~~(b)~~

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

30 ~~(c)~~

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

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

O

Date of Hearing: August 16, 2006

ASSEMBLY COMMITTEE ON APPROPRIATIONS  
Judy Chu, Chair

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

Policy Committee:	Transportation
Vote: 8-5	
Local Government	5-2
Urgency: No	State Mandated Local Program:
No Reimbursable:	

SUMMARY

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

FISCAL EFFECT

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

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COMMENTS

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

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

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

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

□

vehicles that operate within each county.

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

The governor, in his veto message for both bills, expressed his belief that these surcharges should not be added without the approval from the people upon whom the surcharges are imposed. SB 1611 deals with this concern by requiring the maximum \$25 surcharge to be placed before the voters in each county interested in imposing such a levy.

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

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SHAW/YODER, *inc.*  
LEGISLATIVE ADVOCACY

August 15, 2006

To: Board Members, Solano Transportation Authority

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

**RE: LEGISLATIVE UPDATE**

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

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

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

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

### **AB 2538 (Wolk)**

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

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

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Fax: 916.446.4318  
1415 L Street, Suite 200  
Sacramento, CA 95814



1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94459 ♦ Phone 707.254.8400 ♦ Fax 707.598.0533

To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Federal Update  
 Date: July 31, 2006

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

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

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

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



DATE: August 21, 2006  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Safe Routes to Schools (SR2S) Phase 2 Public Input Process and Materials

**Background:**

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

The SR2S outreach process is split into three major phases:

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

**Phase 1 Status:**

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

**Discussion:**

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

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

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

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

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

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

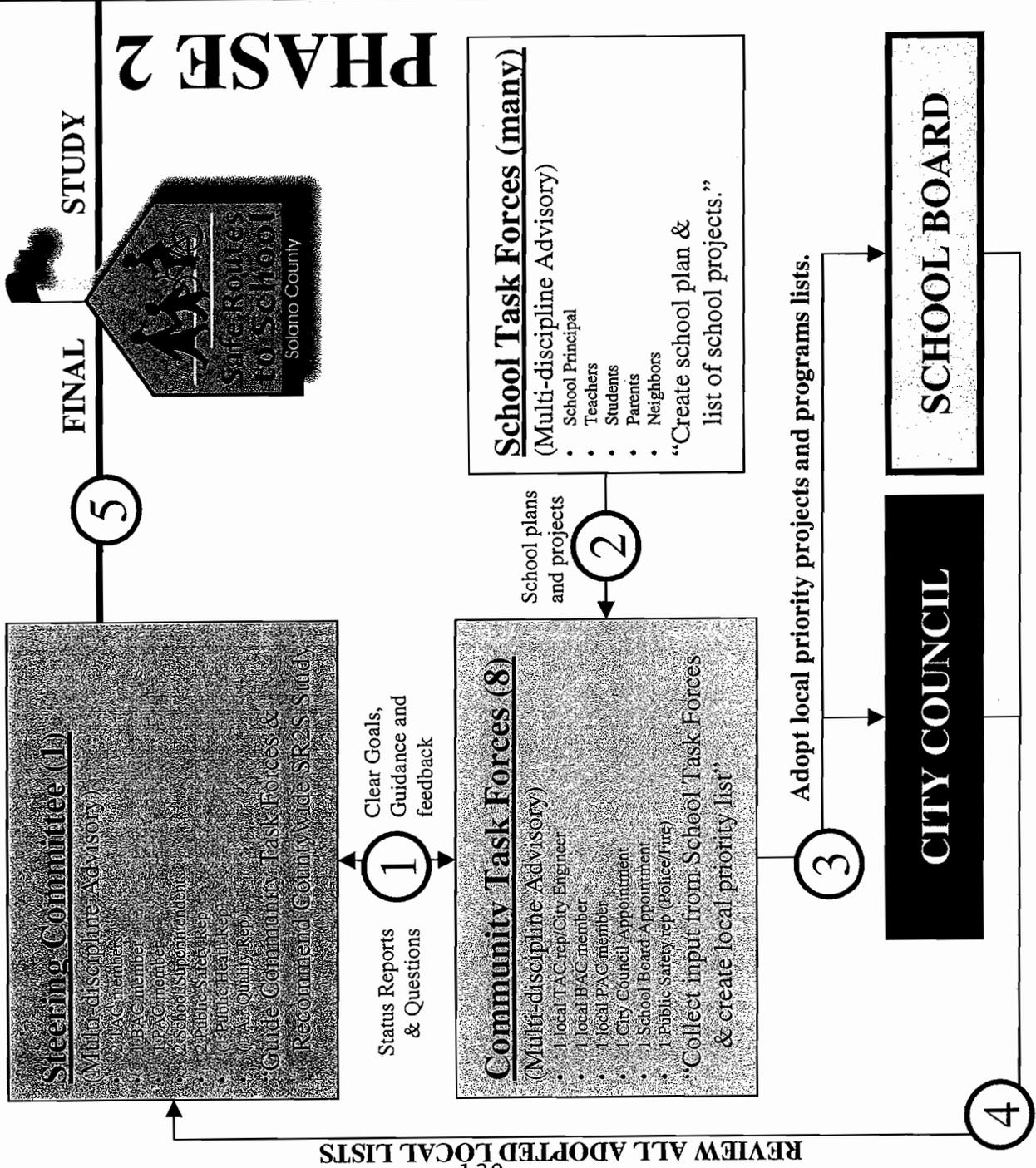
**Recommendation:**

Forward a recommendation to the STA Board to adopt the Safe Routes to School Phase 2 Public Input Process and Materials.

**Attachments:**

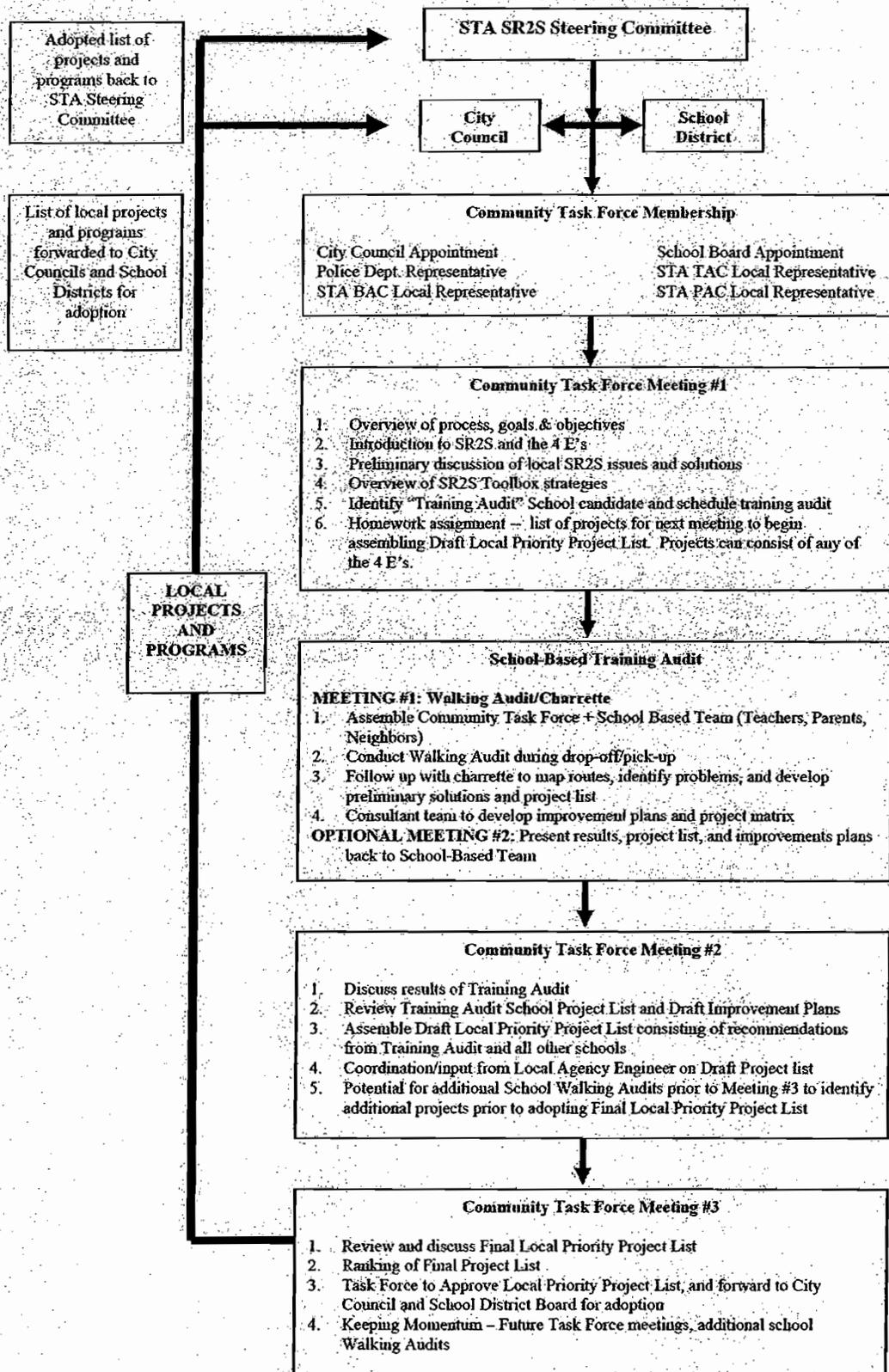
- A. SR2S Process Flowchart
- B. SR2S Public Input Process Flowchart and Sample meeting agendas
- C. SR2S Toolkit and School Audit Checklist (provided under separate cover)
- D. SR2S Project Proposal Form (provided under separate cover)

# STA Safe Routes to School (SR2S) Flowchart



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## STA Safe Routes to School Program: Community Task Force Process



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# **SR2S**

## **SAFE ROUTES TO SCHOOL COMMUNITY TASK FORCE**

### **MEETING #1**

**Date TBA  
Location TBA**

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

# **SR2S**

## **SAFE ROUTES TO SCHOOL COMMUNITY TASK FORCE**

### **MEETING #2**

**Date TBA**

**Location TBA**

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

# **SR2S**

## **SAFE ROUTES TO SCHOOL COMMUNITY TASK FORCE**

### **MEETING #3**

**Date TBA**

**Location TBA**

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

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DATE: August 18, 2006  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Overview of Solano Transportation Authority (STA) Board Workshop  
of July 12, 2006

**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In May 2006, the STA Board approved the Overall Work Program (OWP) for FY 2006-07 and 2007-08. At the Board meeting in June, the STA Board approved the revised FY 2006-07 and proposed FY 2007-08 budgets.

Based on discussions with STA Chair Len Augustine and the STA Board's Executive Committee and the recognition that the successful implementation of the STA's Overall Work Program's new efforts will require early participation, support by the STA's member agencies, the public, and a significant commitment of STA time and resources, the STA Board's July 12, 2006 meeting was scheduled in a workshop format. Both STA Board Members and their Board Alternates attended and participated.

**Discussion:**

Several items were discussed during this first STA Board Workshop:

1. Review and Update of Project Funding Priorities Following the Failure of Measure H
2. The Future of Solano County Highway Corridors
  - a. Highway Corridor Operation Policy(s)
  - b. Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges
  - c. Funding and Implementation of Highway Improvements 2006-2010

The STA Staff Powerpoints that accompanied these items are attached to this report:

1. STA Board Workshop: Introduction
2. Setting the Stage: Challenges and Status of Projects
3. Project Funding Priorities, 2006 to 2010: Current and Potential funding sources
4. The Future of Highway Corridor Operational Policies

Below are summary tables describing project priorities and shortfalls presented to the STA Board within the Powerpoint documents.

Project Funding Priorities, 2006 to 2010, Slide 16	
STA Priorities for Federal Funds	Shortfall
Vallejo Intermodal Station	\$10.70 M
Fairfield / Vacaville Intermodal Station – (Phase I)	\$6.45 M
I-80/I-680/SR12 Interchange (Full Project)	\$879.00 M
Jepson Parkway / Travis AFB Improvement (Full Project)	\$120.00 M
<b>TOTAL</b>	<b>\$1,016.00 M</b>

Project Funding Priorities, 2006 to 2010, Slide 17	
STA Potential Priorities for STIP Funds:	Shortfall
Jepson Parkway / Travis AFB Improvement (Project is phaseable)	\$120 M
Vallejo Ferry Terminal	\$10.70 M
North Connector (West End)	\$32 M
Dixon Rail Station Improvements	\$20 M
I-80/I-505 Weave Correction	\$15 M
I-80/I-680/SR12 Interchange (Right of Way/ Design), Next Phase	\$290 M
<b>TOTAL</b>	<b>\$487.7 M</b>

The Future of Highway Corridor Operational Policies, Slide 23	
Funding Projects from 2006-2010, Fully Funded Projects	Total Cost
North Connector (Central and East)	\$30 M
I-80 Interchange HOV Lanes (Red Top to Air Base)	\$52 M
2006 SHOPP Projects	
SR12 Truck Climbing Lane	\$8.3 M
I-80 Pavement Rehabilitation	\$146.4 M
SR12 Pavement Rehabilitation	\$59.6 M
<b>TOTAL</b>	<b>\$296.3 M</b>

The Future of Highway Corridor Operational Policies, Slide 23			
Funding Projects from 2006-2010, Partially Funded Projects			
	Total Cost	Short Term	Long Term
North Connector (West End)	\$32.0 M		\$32.0 M
Jepson Parkway	\$140.0 M	\$28.4 M	\$120.0 M
<b>TOTAL</b>	<b>\$172.0 M</b>	<b>\$28.4 M</b>	<b>152.0 M</b>

The Future of Highway Corridor Operational Policies, Slide 24  
**Funding Projects from 2006-2010, Unfunded Funded Projects**

	Total Cost	Short Term	Long Term
I-80/I-680/SR12 Interchange, Next Phase	\$880 M	\$300 - \$400 M	TBD
Jameson Canyon	\$115 M		\$115 M - \$150 M
HOV Lanes			
WB I-80 (SR29 to Carquinez Bridge)	\$17 M	\$17 M	-
I-80 (Carquinez Bridge to SR37)	\$64.3 M	-	\$64.3 M
I-80 (Air Base Pkwy to I-505)	\$129 M	\$0.250 M	\$128.0 M
I-80/I-505 Weave Correction	\$15 M	\$15 M	
SR12/Church Road	\$1-2 M	\$1-2 M	
Cordelia Truck Scales	\$226 M	\$6 M	\$220 M
<b>TOTAL</b>	<b>\$1,448.3 M</b>	<b>\$450.25 M</b>	<b>\$364.3 M + TBD</b>

**Recommendation:**

Informational.

**Attachments:**

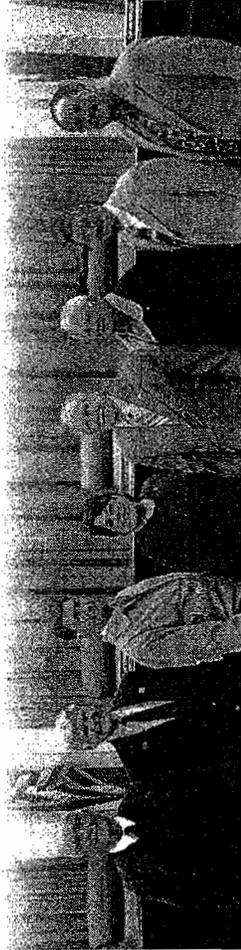
- A. STA Board Workshop Agenda Item Powerpoint documents, July 12, 2006

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## Board Workshop

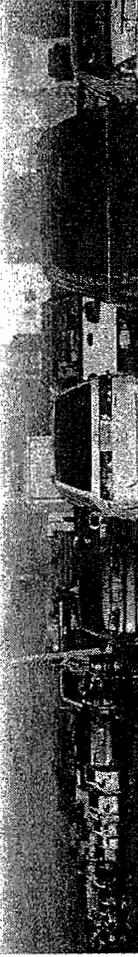
July 12, 2006



## Purpose of Workshop

July 2006

- STA Review and Update of Project Funding Priorities Following the Failure of Measure H
- The Future of Solano County Highway Corridors



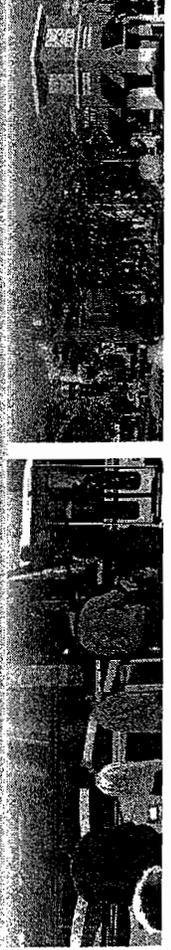
## Future Workshop Topics

September 2006

- The Future of Transit Service
- Enhancement of STA's Efforts to Inform, Engage, and Involve the public Regarding Transportation Issues, Plans, and Projects

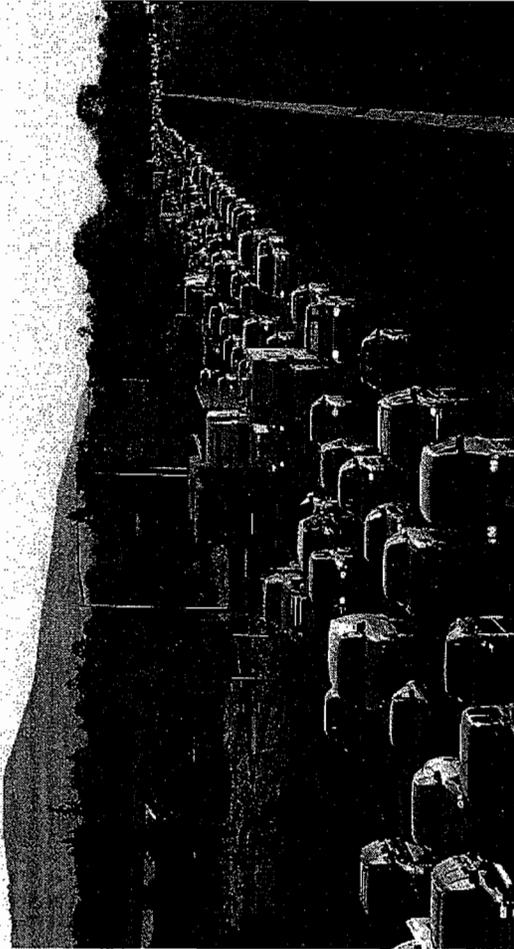
October 2006

- Implementation of Transportation for Livable Communities (TLC) at the Community Level
- Five Steps to Improved Travel Safety



# Setting the Stage

STA Board Workshop  
July 12, 2006



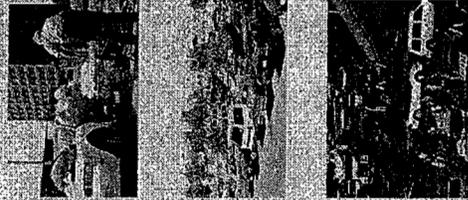
# STA Goals

- Preserve and enhance quality of life
- Serve all members of the community
- Maintain existing facilities and services
- Enhance regional and local mobility
- Expand travel choices
- Link transportation and land use planning and facilities
- Improve accessibility
- Enhance safety
- Support economic development



# Solano County's Transportation Challenges

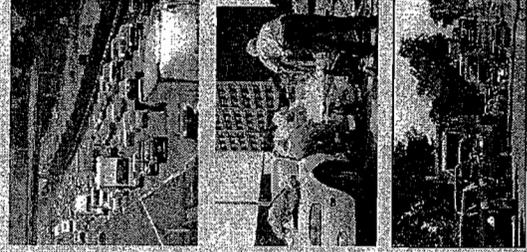
- Decreased freeway mobility
- Increasing number of accidents on I-80, SR 12, and other highway corridors
- Limited intercity road network & lack of funding to adequately maintain local streets and roads
- Aging population with special transit needs
  - 65+ age group will increase 19% by 2010.
- Limited park and ride lots and transit center parking
- Lack of fully developed transit system
- Recently adopted Solano Comprehensive Transportation Plan (CTP 2030) identifies a \$3.793 billion dollar shortfall for countywide transportation projects over the next 25 years



# Solano County's Transportation Challenges

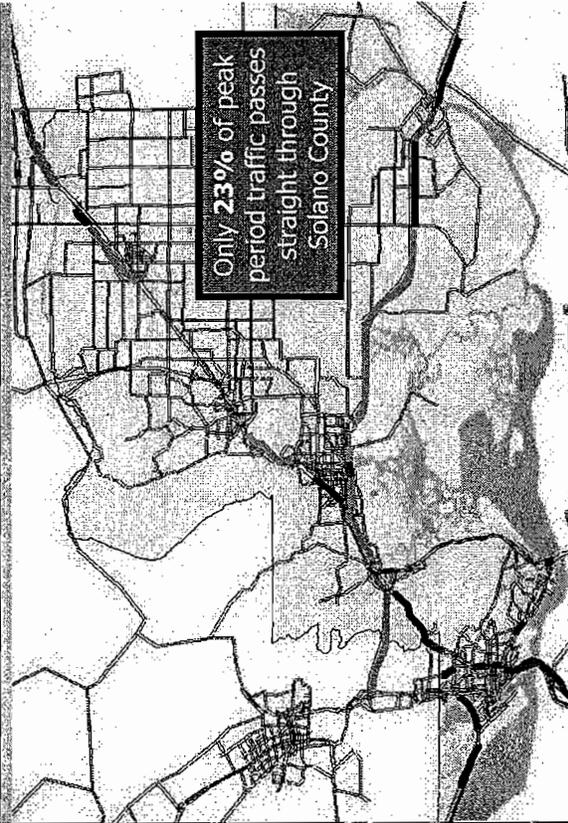
## Highway Challenges

- Solano County's total vehicle hours of delay per day has increased from 400 in 1998 to 2,800 by 2004 (MTC).
- Perception of congested highways has gone up (Bay Area Commuter Profile, 2004).
- Over the next 5 years, I-80/680 average daily traffic volumes will increase will from 215,000 to 240,000.
- Accidents have increased on the most dangerous parts of the highway system from 1,600 incidents in 1998 to over 2,100 incidents by 2005 (35% increase).
- 500 Trucks pass through the truck scales during rush hour now and an estimated 600 will pass through the scales during rush hour by 2010.



# Highway Congestion by 2010-2015

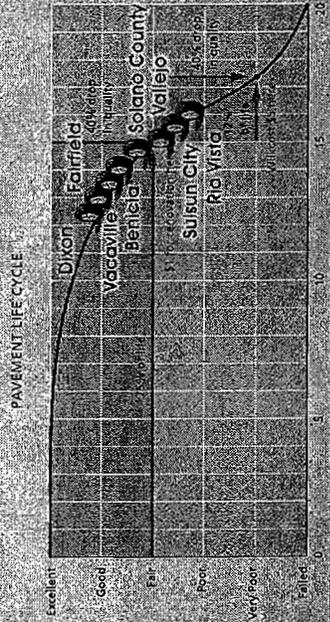
2010-2015 PM Congestion, Solano-Napa Travel Demand Model



# Solano County's Transportation Challenges

## Local Roadway Challenges

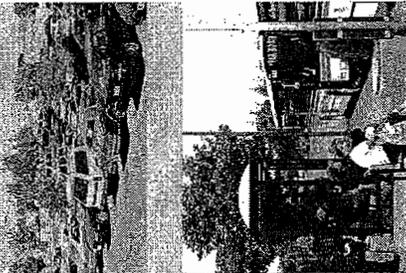
- Total local streets and roads maintenance shortfall exceeds \$600M; \$120 million in shortfall is expected over the next 5 years.
- \$1 spent on preventative road maintenance saves \$5 on road construction costs in the future.



# Solano County's Transportation Challenges

## Transit Challenges

- Solano County senior population will increase 19% to 51,100 seniors by 2010.
- Existing 2500 transit and park and ride parking spaces need to triple to about 7500 spaces to meet future projected demand.
- Dixon and Benicia only have one commuter bus route option while Rio Vista has no commuter transit.
- The demand for I-80 HOV lane segments, for bus and rail service in mid county and senior and disabled transit service, has continued to grow.
- Freeways need improvements to accommodate express bus services and ridesharing.



# Solano County's Transportation Challenges

## Funding Challenges

- SAFETEA-LU provided several new Solano County earmarks, but little new funding for corridor management, goods movement, safety projects, and senior & disabled services.
- Federal and State funding is insufficient to fully fund local transportation projects.
- The state bonds will provide critical state matching funds but will not fully fund the projects.



# Solano County's previous efforts to pass local sales tax measures

<p><b>Solano Transportation Plan</b> 1998</p>	<p><b>Measure E</b> 2002</p>	<p><b>Measure A</b> 2004</p>	<p><b>Measure H</b> 2006</p>
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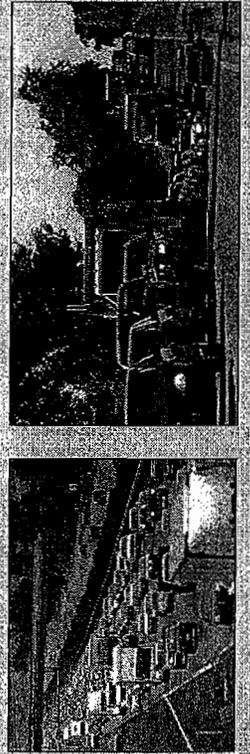
Measure	Rate	Term	Turnout	Result	Election Type
Advisory Measure Only	1/2 Cent	20 Years	42.4%	76.5% YES	November General Election
Measure E	1/2 Cent	20 Years	51.9%	60% YES	November General Election
Measure A	1/2 Cent	30 Years	76.59%	63.88% YES	November Pres. Election
Measure H	1/2 Cent	30 Years	40.3%	45.57% YES	June Gubernatorial Primary

# Traffic Relief and Safety Plan, Measure H

Project Categories	Estimated Funds	%
Highways and Safety	\$ 625m	40%
Local Streets and	\$ 315m	20%
and Disabled Trans	\$ 115m	7%
Water Transit	\$ 190m	12%
Projects and Safe Routes to	\$ 155m	10%
to-Source Projects	\$ 155m	10%
Finance	\$ 15m	1%
<b>TOTAL</b>	<b>\$ 1,570m</b>	<b>100%</b>

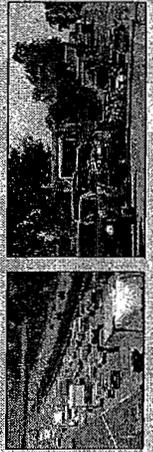
# Status of Projects, 2006-2010

Highway Projects	Year
North Connector, East & Central Segments	2007-09
I-80 HOV Lanes from SR 12 West to Air Base Pkwy	2008-10
Two (2) SR 12 East Safety Improvements	2009/10 SHOPP Funds
Jepson Parkway, 1-2 Segments	2010



# Status of Projects, 2006-2010

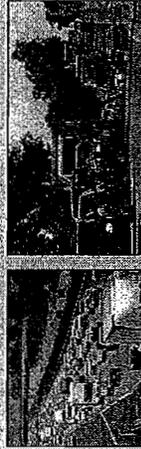
Highway Projects	Status
Mid Term Projects	
WB I-80 HOV Lane (SR 29 to Carquinez Bridge)	Not Funded
I-80/J-505 Weave Correction	Not Funded
SR 12 East Safety Improvements	Partial Funding
SR 12 East Improved Intersections	Not Funded
EB/WB I-80 HOV Lane (Carquinez Bridge to SR 37)	Not Funded
SR 113 Safety Improvements	Not Funded
WB I-80 Aux Lane (Waterman to Travis Blvd)	Not Funded
SR 12 West Jameson Canyon (4-lane Hwy, Limited Access)	Construction Not Funded



# Status of Projects, 2006-2010

## Highway Projects

Long Term Projects	Status
• EB/WB I-780 Aux Lanes (2nd to 5th)	Not Funded
• Relocate and Reconstruct Cordelia Truck Scales	Not Funded
• Fully Reconstruct I-80/I-680/SR 12 Interchange	Not Funded
• EB/WB I-80 HOV Lane (Air Base Pkwy to I-505)	Not Funded
• EB I-80 Aux Lane, Redwood to SR37	Not Funded
• Other I-80/I-680/I-780 Corridor Improvements	Not Funded



# Status of Projects, 2006-2010

## Senior and Disabled Transit

Short Term Projects	Status
• Reduced paratransit fares for low-income seniors and ADA eligible users	No New Expanded Service
• Same day medical return trips for Senior & Disabled	No New Expanded Service
• Expanded evening and weekend discounted taxi service for Senior & Disabled	No New Expanded Service
• Expand local and Intercity paratransit service	No New Expanded Service

Mid Term Projects	Status
• Expand service on Route 30	Limited to 3 yrs of Lifeline Funds
• Sunday Paratransit Service	No New Expanded Service

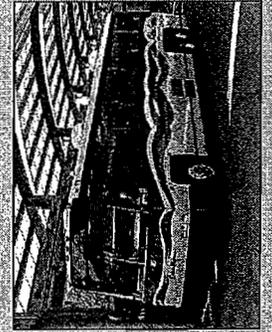
  

Longer Term Projects	Status
• New Service from Rio Vista to Pittsburgh/Lodi	No New Expanded Service

# Status of Projects, 2006-2010

## Commuter Transit

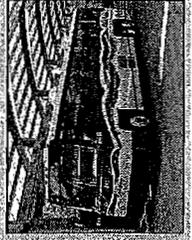
Short Term Projects	Status
• Provide daily commuter service on Hwy 12 (Fairfield/Suisun to Napa)	No New Expanded Service
• New express service on I-80 from Vallejo to Sac	No New Expanded Service
• New transit service on I-780/I-80 linking Benicia to El Cerrito Del Norte BART	No New Expanded Service
• Provide daily commuter service on Hwy 12 (Rio Vista, Fairfield/Suisun, & Napa)	No New Expanded Service



# Status of Projects, 2006-2010

## Commuter Transit

Mid Term Projects	Status
• Expanded Vallejo Baylink Ferry Service	No New Service
• Expand Curtola Park and Ride Lot	Partial Funding
• Expand Fairfield Transportation Center	Partial Funding
• Provide hourly service from Route 40 to/from Vacaville-Fairfield-Benicia to Pleasant Hill BART	Partial Implementation
• Build Vacaville Intermodal Center	Partial Funding
• Build Turner Road / Fairground Park and Ride	Study Underway
• Provide daily commuter rail service in Fairfield, Vacaville, and Dixon.	No New Service

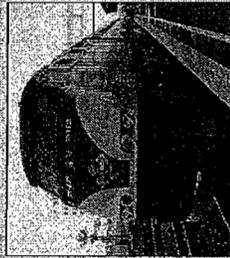
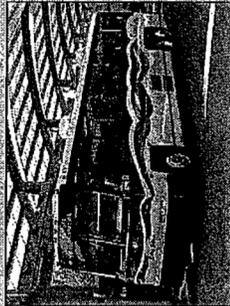


# Status of Projects, 2006-2010

## Commuter Transit

### Longer Term Projects

• New Commuter Rail Service to Benicia	No New Service
• Build Benicia Intermodal Center	Partially Funded
• Provide additional Sunday Service on 3 or more routes	No New Service
• Increase frequencies on routes 80, 30, and 40	No New Service

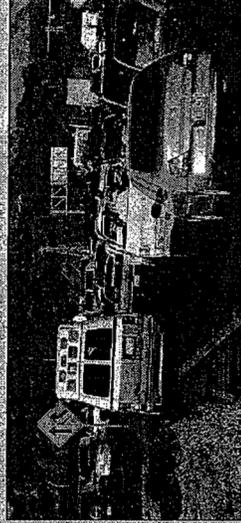


# Status of Projects, 2006-2010

## Safety Projects and Safe Routes to Schools

### Longer Term Projects

• Dangerous Intersection Safety Projects (Solano Travel Safety Plan)	Limited to current SHOPP Funds for HIGHWAYS ONLY
• Safe Routes to School Program (Solano County Safe Routes to School Study)	Federal and State Competitive Programs only
• Emergency vehicle highway access improvements & Safety Protection funds for natural disasters	No Improvements



## Project Funding Priorities 2006 to 2010



Solano Transportation Authority Board Workshop – July 12, 2006

1

## Understanding Funding Priorities

- Current Funding Overview
- STA's Current Priority Projects
- Potential Additional Funding Sources

2

## Why Consider Funding Priorities?

- Measure H failed. \$1.57 billion for projects and programs will not be available.
- State Infrastructure Bonds & Prop. 42 protection on November ballot.
  - Need to identify priority projects for bond categories.
- STA to program about \$26 million in State highway funds between 2008 & 2010.
  - Need to identify priority highway projects
- Many STA projects under development have significant shortfalls and do not have full funding identified.
  - Need to set priorities for limited funding.

3

## Current Funding Overview

- Federal
- State
- Regional



4

## Federal Funding Sources

### Federal Transportation Bill Earmarks

- Reauthorized every 6 years
  - 1998, TEA-21
    - \$14.4 M, Jepson Parkway/Travis AFB
  - 2005, SAFETEA-LU\*
    - \$17.4 M, I-80/I-680/SR12 Interchange
    - \$3.2 M, Jepson Parkway/Travis AFB Improvements
    - \$6.4 M, (Napa County) Jameson Canyon
    - \$0.56 M, (Rio Vista) Rio Vista Bridge Study
    - \$2.8 M, (Solano County) I-80 HOV/Turner Pkwy

**\$44.76 M TOTAL**

\* Solano County ranked 16<sup>th</sup> per capita out of 58 counties for SAFETEA-LU Earmarks. Funds are subject to Obligation Authority.



## Federal Funding Sources

### Annual Federal Fiscal Year Appropriations

Earmarks authorized each year for mainly transit projects

- 2001-2006
  - \$7.2 M, Vallejo Intermodal Station
  - \$2.3 M, Fairfield/Macaville Intermodal Station
- **\$9.6 M TOTAL**
- Pending 2007 Bill
  - \$1.75 M, Vallejo Baylink Ferry Intermodal Facility
  - \$0.85 M, Fairfield Vacaville Intermodal Station
  - \$0.25 M, SR 12 Safety at Rio Vista
  - \$0.20 M, Ramps at Vallejo

\* Subject to obligation authority

## State Funding Sources



### State Transportation Improvement Program (STIP)

- 5-year highway improvement program
- Solano County receives about 14 million\* every two years
- STIP has two parts
  - Regional TIP
    - 75% recommended by Regional Transportation Planning Agencies, such as the Metropolitan Transportation Commission (MTC)
  - Interregional TIP
    - 25% recommended by Caltrans

Solano County receives about 1% of State total highway funds

## State Funding Sources

### Solano County's 2006 STIP Funded Projects

\$56.7 million in STIP funding

- Regional TIP, \$51.9 M total:
  - Jepson Parkway, \$28,415,000
  - Vallejo Ferry Terminal, \$11,528,000
  - North Connection, \$11,412,000
  - Dixon Rail Station Improvements, \$543,000
- Interregional TIP, \$4.8 M total:
  - Planting around Route 37/29 interchange, \$3,046,000
  - I-80/I-680 New Highway Planting, \$1,347,000
  - I-680 Landscaping for mitigation, \$448,000

## State Funding Sources

### State Highway Operations Protection Program (SHOPP)

- 4-year highway program funds
  - Emergency Response
  - Collision Reduction
  - Bridge Preservation
  - Roadway Preservation
  - Mobility projects
  - Roadside Preservation
- Funds projects on Caltrans priority list
- 2006 SHOPP, \$237 M total for Solano County
- Solano County ranked 7<sup>th</sup> out of 58 counties for securing SHOPP funding in 2006



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## State Funding Sources

Solano County's 2006 SHOPP  
\$237 million in SHOPP funding:

- I-80 projects, \$146 M
  - Rehabilitate Roadway
    - Tennessee Street to Green Valley Creek
    - SR12 to one mile east of Leisure Town Rd
  - Mobility
    - Install Traffic Management System elements Countywide
- SR 12 projects, \$59 M
  - Rehabilitate Roadway
    - Scandia Road to Currie Road
  - Mobility
    - SR12 WB Truck Climbing Lane
- I-505 projects, \$19 M
  - Rehabilitate Roadway
    - I-80 to Yolo County line

• Projects over  
\$8 million listed here

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## Regional Funding Sources

- Traffic Congestion Relief Program (TCRP)
  - Created by the State Legislature as part of the Traffic Congestion Relief Act of 2000
- Projects programmed in one-time legislation in 2001
  - \$ 13 M, I-80/I-680/SR12 Interchange
    - \$9 M for I-80/I-680/SR12 Interchange
    - \$3 M for North Connector
  - \$1 M, I-80/I-680/I-780 Major Improvement & Corridor Study
  - \$ 5 M, Vallejo Baylink Ferryboat
  - \$ 17 M, Jameson Canyon (Napa County)

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## Regional Funding Sources

- Regional Measure 2 (RM2) Capital Projects, \$173 M for Solano County
  - Funds only listed projects:
    - \$100 M, Interchange/HOV Lanes/ North Connector
    - Transit Projects:
      - \$28 M, Vallejo Ferry Intermodal Station
      - \$25 M, Fairfield/Vacaville Rail Station
      - \$20 M, Express Bus Intermodal Facilities



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## Current STA priority Projects

### Highway & Reliever Route Projects

- I-80/680/SR 12 Interchange
- I-80 HOV Projects
  - Red Top to Air Base Parkway
  - WB I-80 Cajaluma Bridge to SR 29
  - I-80 HOV Magazine St to SR 97 / Turner Parkway Overcrossing
  - Air Base Parkway to I-605
- North Connector
- Jameson Canyon
- Jepson Parkway Project
- Travis AFB Gate Access Improvements
- SR 12 West-Truck Climbing Lane Project (Phase 1)
- Cordelia Truck Scales

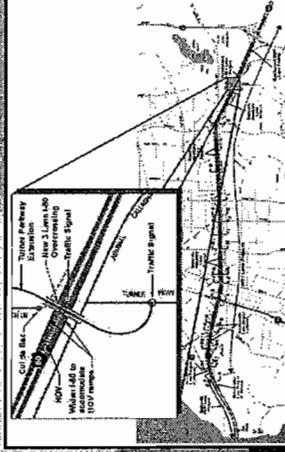
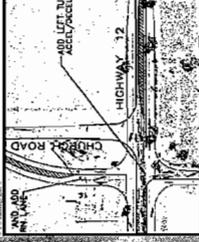


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## Highway Projects, PSRs

### Project Study Report List

- SR12 East – Church Road



- I-80 HOV Lanes/Turner Parkway Overcrossing

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## Upcoming Funding

### Federal

- Reauthorization in 2010
  - Potential to pursue earmarks for priority projects
- Appropriation Bills between 2008-2010
  - STA averages about \$2M per year.

### State

- 2008 State Transportation Improvement Program (STIP), \$14 M\*
- 2010 STIP, \$14 M

\* Public Transportation Account focus on Transit Capital

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## STA Priorities for Federal Funds

Projects	Shortfall
• Vallejo Intermodal Station	\$10.70 M
• Fairfield / Vacaville Intermodal Station	\$6.45 M
• I-80/I-680/SR12 Interchange	\$879.00 M
• Jepson Parkway / Travis AFB Improvement	\$120.00 M
<b>TOTAL</b>	<b>\$1,016 M</b>

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## STA Potential Priorities for STIP Funds

Projects	Shortfall
• Jepson Parkway / Travis AFB Improvement	\$120 M
• Vallejo Ferry Terminal	\$6 M
• North Connector	\$32 M
• Dixon Rail Station Improvements	\$20 M
• I-80/I-505 Weave Correction	\$15 M
• I-80/I-680/SR12 Interchange (Right of Way/Design)	\$263 M
<b>TOTAL</b>	<b>\$328 M</b>

## Potential Additional Funding

- State Infrastructure Bonds
- Local Vehicle Registration Fees
- Local/Countywide Traffic Impact Fees
- Future Local Sales Tax Efforts

## State Infrastructure Bonds

Category	Amount (Billions)	STA Proposed Project
Highway Improvements	\$ 4.5	<ul style="list-style-type: none"> <li>• I-80/I-680/SR12 Interchange</li> <li>• I-80 HOV Lanes (Vallejo to I-505)</li> <li>• SR12 Jameson Canyon</li> </ul>
Transit Capital & Intercity Rail	\$ 4.0	<ul style="list-style-type: none"> <li>• Benicia/Martinez Rail Drawbridge</li> <li>• CCJPA Capital Priorities</li> </ul>
Goods Movement	\$ 2.0	• Cordelia Truck Scales
Local Roads	\$ 2.0	• Local Streets and Roads + SR2S
STIP	\$ 2.0	• STIP Project Priorities
Air Quality	\$ 1.2	N/A
State-Local Partnership	\$ 1.0	N/A
State Route 99	\$ 1.0	N/A
Transit Security	\$ 1.0	• Baylink Ferry & Vallejo Station
Highway Repairs	\$ 0.5	• SHOPP Projects
Other	\$ 0.7	• RV Bridge, FF/VV Station, Peabody Rd Overcrossing, TLC/TOD Projects.
<b>Total</b>	<b>\$ 19.9</b>	

## State Infrastructure Bonds

Bay Area's Share of Local Streets and Roads Funding

County	Allocation*
Alameda	\$ 75.0
Contra Costa	\$ 52.1
Marin	\$ 14.5
Napa	\$ 9.1
San Francisco	\$ 40.0
San Mateo	\$ 40.8
Santa Clara	\$ 91.7
<b>Solano</b>	<b>\$ 24.3</b>
Sonoma	\$ 27.9
<b>Regional Total</b>	<b>\$375.4</b>

Bay Area's Share of STIP Funding

County	Amount*
Alameda	\$ 54.5
Contra Costa	\$ 35.2
Marin	\$ 10.3
Napa	\$ 6.4
San Francisco	\$ 27.8
San Mateo	\$ 28.7
Santa Clara	\$ 63.8
<b>Solano</b>	<b>\$ 16.7</b>
Sonoma	\$ 20.4
<b>Subtotal</b>	<b>\$ 263.8</b>
Interregional (Est.)	\$ 84.1
<b>Regional Total</b>	<b>\$ 347.9</b>

## State Infrastructure Bonds

### Inter-Regional Gateway Strategy

#### Recommended by MTC:

- Capacity improvements on I-580/I-238
- SR-152 upgrades for improved South Bay access
- I-80/I-680/SR-12 interchange improvements
- US 101 (Peninsula) widening and operational improvements

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## Local Vehicle Registration Fees

Two state bills that provide authorization for an increase in vehicle registration fees

- AB 2444 (Klehs)
  - Authorizes an increase registration fees up to \$5 by a 2/3 Congestion Management Agency vote
  - Estimated \$1.9 million annually for congestion management
- SB 1611 (Simitjian)
  - Authorizes placement of a majority vote ballot measure for voters to increase registration fees from \$1 to \$25 per year.
  - Estimated up to \$9.4 million annually for congestion management

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## Local/Countywide Traffic Impact Fees

- County of Solano Board of Supervisors has authorized the study of a County Facilities fee for roadways
- Board of Supervisors will request to partner with the STA to develop this fee.

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## Future Local Sales Tax Efforts

- As determined by the
  - The STA Board
  - The County Board of Supervisors
  - The Local Community of Solano County

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## Questions

- Given limited Federal, State, and Regional funds, what are the STA's priorities for allocation of these limited funds?
- What types of criteria should be used to prioritize projects?
  - STA Goals, Project Readiness/Local Match Available, etc.
- What potential funding sources should the STA consider supporting and/or pursuing?

# The Future of Highway Corridor Operational Policies

Solano Transportation Authority

July 12, 2006



# Discussion Topics

1. Development of Highway Corridor Operational Policies
2. Development of STA Policy for Funding Reliever Routes and Regionally Significant Interchanges
3. Funding and Implementation of Highway Improvements from 2006-2010



# Why consider corridor policies?

- STA has become the lead on many projects and has the responsibility to
  - Consider how they operate
  - Shape what they look like
  - Coordinate matching funding with local partners

# Upcoming Projects

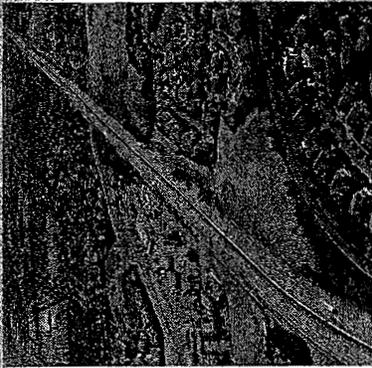
Policies would guide these new projects:

Project	Sponsor
I-80 HOV Lane (Red Top to Air Base)	STA
West Texas/Oliver Road Improvements	City of Fairfield
I-80/I-680/SR12 Interchange	STA
I-80 HOV Lane (Carquinez Bridge to SR37)	STA
SR12 West, Jameson Canyon	STA, NCTPA, Caltrans
SR12 Truck Climbing Lane	Caltrans
Intelligent Transportation Systems	Caltrans
Reliever Routes: North Connector & Jepson Parkway	STA & local agencies
Project Study Report Projects	STA & Caltrans
Locally sponsored interchange improvements	Local Agencies



## Highway Corridor Operational Policies

- Follow up to I-80/I-680/I-780 Major Investment and Corridor Study & SR12 Major Investment Study
  - Update Corridor Studies
  - Link to I-80/I-680/I-780 Transit Corridor Study Update
  - Seek regional MTC funding for updates
- Provide uniform guidelines for capital improvement projects along the highway corridors in the county.
- Develop policy(s) relating to long term planning, corridor management, and visual implementation.
- Propose STA Board request up to \$500,000 from MTC



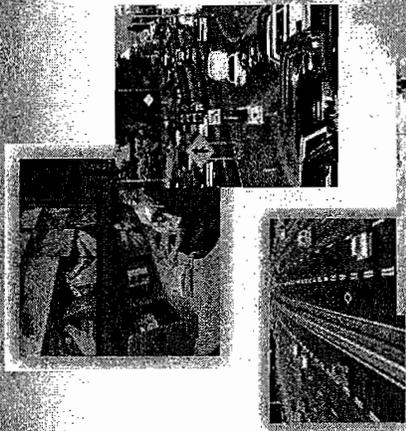
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## Operational Areas

Policies would provide guidance in these areas:

- Intelligent Transportation Systems (ITS)
- High Occupancy Vehicle (HOV) Lanes
- Ramp Metering
- Visual Features
  - Landscaping
  - Hardscaping
  - Sound wall/aesthetics
- High Occupancy Toll (HOT) Lanes

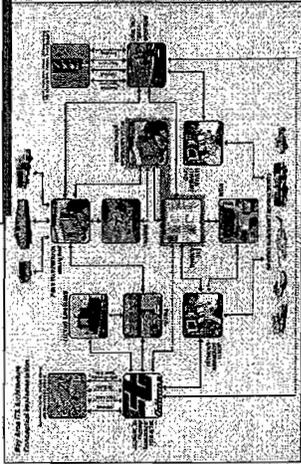
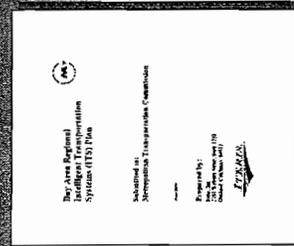


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## Intelligent Transportation Systems (ITS)

*"The use of electronics, communications, and computers in an integrated manner to improve the efficiency and safety of roadways and transit operations."*

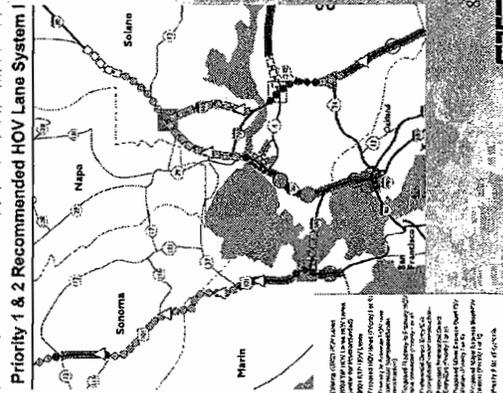
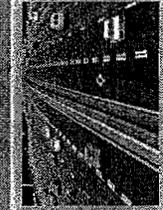
- Bay Area Regional ITS Plan (June 2004)
- Bay Area ITS I-Bonds
- \$31.5 M FY 09/10
- 2006 SHOPP



STA

## High Occupancy Vehicle (HOV) Lanes

- Coordinate with MTC 2002 HOV Plan
  - Priority HOV Lanes along express bus routes
- Operational Study needed (Caltrans)
  - Possible Ridership numbers
  - Follow MTC Regional HOV Lane Plan



STA

## Ramp Metering

- Traffic signals on freeway entrance ramps help supply traffic to the freeway in a measured or regulated amount.
- Prepares vehicles to merge with freeway flow conditions.
- Regulates ramp traffic by breaking up platoons of vehicles created nearby signalized intersections



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## Ramp Metering Considerations

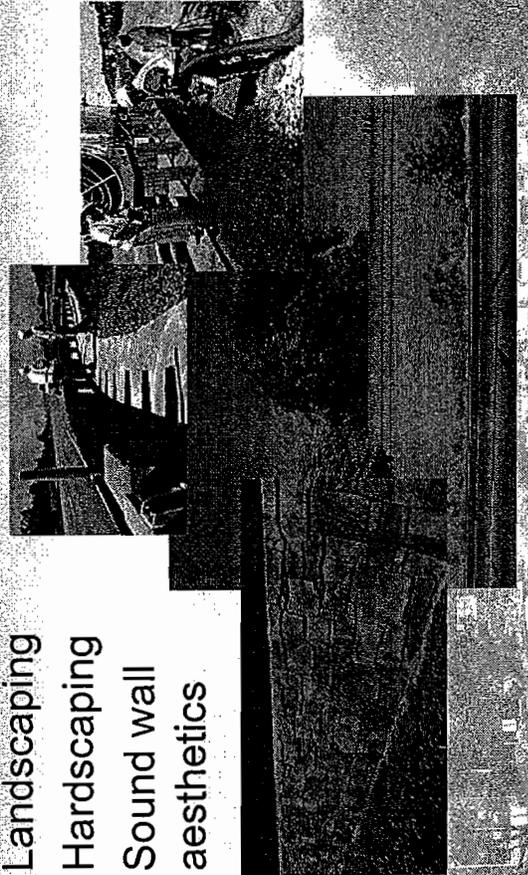
- High accident rates and poor Levels-of-Service are the most frequent factors used to identify ramp metering locations.
- HOV By-pass lane at ramp meters
- Local streets and roads que analysis required
- Police Enforcement of Ramp Meters
- Public Acceptance:
  - New York public relations campaigns refer to ramp meters as "merge lights".
  - Washington incorporated a ramp metering lesson into both public and private driver education school curricula.



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## Visual Features

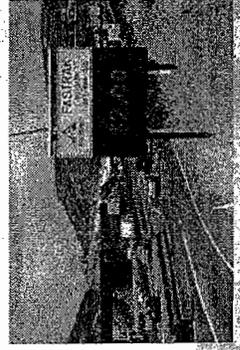
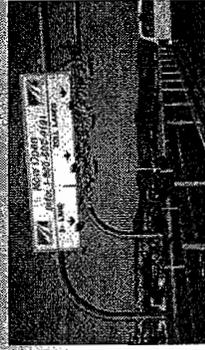
- Landscaping
- Hardscaping
- Sound wall aesthetics



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## High Occupancy Toll (HOT) Lanes

- Combines HOV and pricing strategies by allowing single occupancy vehicles to gain access to HOV lanes by paying a toll.
- HOT lanes are normally barrier-separated highway lanes.
- Uses electronic toll collection systems that make variable, real-time toll pricing of non-HOV vehicles possible.
- Conversion of existing HOV lanes to HOT operation is the most common approach.



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## High Occupancy Toll (HOT) Lanes *continued*

### Potential HOT lane environments:

- Lack of Free-Flowing Parallel Routes
  - No alternative routes or transit options
- Congested HOV Facilities
  - HOV3 free, charge for HOV2 and SOV
- Underutilized HOV Facilities
  - HOV free, charge for SOV

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## Reliever Routes & Regionally Significant Interchanges

### Developing a Uniform Funding Policy

## Reliever Routes & Regionally Significant Interchanges

- Identify regionally significant routes & interchanges eligible for regionally generated funds.
- Create uniform funding policy outlining requirements for local contributions to regionally significant routes & interchanges.

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## Regional Interchanges

- Regionally Significant Routes and Interchanges:
  - Interchange improvements included in the "I-80/I-680/I-780 Major Investment & Corridor Study" and "SR12 Major Investment Study"
    - New SR 113 MIS will be included when finished
  - Interchanges that provide improved access to intermodal facilities
  - Listed in STA's Overall Work Plan
    - Priority Projects List
    - Project Study Report Priority List

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STA

## Listed Regional Interchanges

- I-80/State Route 113 Interchange
- I-80/W. Texas Interchange (Fairfield Transportation Center)
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/Curtola Interchange
- I-680/Lake Herman Road Interchange (Benicia Transportation Center)

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## Regional Reliever Routes

- Provides a local alternative to using a state highway for travel between cities.
- Regional benefit reduces congestion on state highways.
- Currently Identified Reliever Routes:
  - North Connector Project
  - Jepson Parkway Project

## Proposed Uniform Funding Policy

### Background

- Walters Road Funding Agreement (segment of Jepson Parkway, \*add local splits\*)
- Leisure Town Road I-80 Interchange Agreement (segment of Jepson Parkway, \*add local splits\*)

### Current Projects that need funding agreements:

- North Connector Funding Agreement (Central & East Segments with STA, Fairfield, and County of Solano)
- Jepson Parkway Agreement (Remaining Segments with STA, Fairfield, Vacaville, and County of Solano)

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## Proposed Uniform Funding Policy

### Regional vs. Local Funding Split:

- 50% Regional share, 50% Local Share
  - STA secures the Regional Share
  - Jurisdictions that benefit from the project negotiate their contributions for the 50% local share.

## 50% Local Share Issues

- County of Solano does not have development impact fees to contribute to the 50% local share for new reliever routes.
- County of Solano uses local gas tax primarily for road maintenance.
- Projects must plan to have regional and local shares available in the same timeframe to fund the project.

## Funding Projects from 2006-2010

Fully Funded Projects	Total Cost	Shortfall	
		Short Term	Long Term
• North Connector (Central and East)	\$30 M		
• I-80 Interchange HOV Lanes (Red Top to Air Base)	\$52 M		
• 2006 SHOPP Projects SR12 Truck Climbing Lane I-80 Pavement Rehabilitation SR12 Pavement Rehabilitation	\$8.3 M \$146.4 M \$59.6 M \$296.3 M		
<b>TOTAL</b>			
Partially Funded Projects		Shortfall	
	Total Cost	Short Term	Long Term
• North Connector (West End)	\$32 M		\$32.0 M
• Jopson Parkway	\$140.0 M	\$28.4 M	\$120 M
<b>TOTAL</b>	\$172 M		

## Funding and Implementation of Highway Improvements from 2006-2010



## Funding Projects from 2006-2010

Unfunded Projects	Total Cost	Shortfall	
		Short Term	Long Term
• I-80/I-680/SR12 Interchange, Next Phase	\$880 M	\$300 - \$400 M	TBD
• Jameson Canyon HOV Lanes	\$115 M	\$2 M - \$10 M	\$100 M - \$150 M
• WB I-80 (SR29 to Carquinez Bridge)	\$17 M	\$17 M	-
• I-80 (Carquinez Bridge to SR37)	\$64.3 M	-	\$64.3 M
• I-80 (Air Base Pkwy to I-505)	\$129 M	\$0.250 M	\$128.0 M
• I-80/I-505 Weave Correction	\$15 M	\$15 M	
• SR12/Church Road	\$1-2 M	\$1-2 M	
• Cordelia Truck Scales	\$226 M	\$6 M	\$220 M
<b>TOTAL</b>	\$1,448.3 M	\$450.25 M	\$364.3 M + TBD

## Questions

- Should the STA continue to dedicate regional funds for local interchanges and reliever routes?
- What process should the STA use to prioritize projects in context of other priority projects?
  - STA Goals
  - Project Readiness / Local Match Available
- Is a 50/50 funding policy for local interchanges and reliever routes appropriate?
  - If not, what is appropriate?

How do we address County of Solano contribution to the 50% local share?



DATE: August 15, 2006  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: 2006 State Highway Operations & Protection Program (SHOPP) Update  
and 2007 Ten-Year SHOPP

**Background:**

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

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

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

**Discussion:**

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

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

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

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

Specifics on some of these projects are:

***I-80 Pavement Rehabilitation Projects***

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

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

***SR 12 East Projects***

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

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

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

**Recommendation:**

Informational.

**Attachments:**

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

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

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>	<u>State Support</u>
<b><u>Emergency Response</u></b>										
80	R9.6	Near Fairfield - west of Lynch Road to west of Red Top Road - required mitigation for EA 259014	5304D	25902	201.130	2009/10	5	563	568	416
<b><u>Collision Reduction</u></b>										
80	13.0/42.0	In Solano County - at various locations; also on Routes 505 and 780 - remove gore signs and replace with overhead signs	5301C	27100	201.015	2006/07	0	4,635	4,635	1,851
12	22.7/R23.7	Near Rio Vista - Azevedo Road to Liberty Island Road - shoulder widening	8085A	2A620	201.015	2009/10	10	3,905	3,915	1,252
80	8.1/12.9	Near Fairfield - American Canyon Road to Suisun Creek - upgrade median barrier	5301B	27040	201.020	2007/08	5	5,853	5,858	2,759
<b><u>Bridge Preservation</u></b>										
173										
12	26.4	In Rio Vista - Sacramento River Bridge #23-0024 - rehabilitate bridge	0307S	1A280	201.110	2007/08	5	1,050	1,055	2,233
84	2.5	Near Rio Vista - Cache Slough Ferry Bridge # 23-0034 - replace bridge	5402	44630	201.110	2006/07	0	2,921	2,921	1,532
<b><u>Roadway Preservation</u></b>										
12	7.9/R14.7	Near Suisun City - east of Scandia Road to Denverton Overhead - rehabilitate roadway	4020B	0T090	201.120	2009/10	98	17,936	18,034	7,818
12	R14.7/R20.6	Near Suisun City - Denverton Overhead to Currie Road - rehabilitate roadway	8059A	0T101	201.120	2009/10	227	28,419	28,646	9,268
80	4.0/8.1	In Vallejo - Tennessee Street to American Canyon Road - rehabilitate roadway	5301G	0T240	201.120	2007/08	10	25,313	25,323	8,659
80	8.1/11.5	Near Vallejo - American Canyon Road to Green Valley Creek; also in Napa County (PM 6.8 to 8.0) - rehabilitate roadway	4318	24090	201.120	2007/08	50	21,845	21,895	6,708

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

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>	<u>State Support</u>
680	R1.5/R13.1	In Benicia and Fairfield - Benicia Arsenal Viaduct to Route 680 - rehabilitate roadway (required offsite mitigation)	5902A	25872	201.120	2007/08	5	1,247	1,252	1,161
80	15.8/30.9	Near Fairfield - Route 12 to 1 mile east of Leisure Town - rehabilitate roadway	8315D	4C150	201.120	2009/10	10	41,644	41,654	730
505	0.0/10.6	In Vacaville - Route 80 to Yolo County line - rehabilitate pavement	8208	0C830	201.121	2007/08	10	19,346	19,356	653
80	10.0/11.2	Near Cordelia - Lynch Road and Red Top Road - rehabilitate hydraulic culverts	5304C	2A960	201.151	2009/10	5	2,600	2,605	1,008
<b><u>Mobility</u></b>										
12	1.5/2.8	In Suisun City - near Red Top Road - construct truck climbing lane	8068	0A040	201.310	2007/08	2,255	8,362	10,617	3,928
17	17.2	In Fairfield - at Rockville Road and West Texas Street - modify ramp and exit traffic signals	5301E	27510	201.310	2006/07	2	1,655	1,657	400
80	R24.9/R25.1	In Vacaville - west of Alamo Creek Bridge to Alamo west-bound on-ramp - lengthen on-ramp and widen bridge	5302C	0A090	201.310	2009/10	5	2,846	2,851	1,073
80	Var	In Solano County - Contra Costa County line to Yolo County line - install TMS elements	0263J	3A220	201.315	2009/10	10	31,514	31,524	3,701
<b><u>Roadside Preservation</u></b>										
780	1.2/3.4	In Benicia - Hospital Road to 0.5 mile west of West 7th Street - highway planting restoration	0787Y	2A231	201.210	2009/10	5	4,270	4,275	1,147
80	6.6/6.8	In Vallejo - at Hunter Hill Safety Roadside Rest Area - rehabilitate Safety Roadside Rest Area	4319	29900	201.250	2007/08	10	7,978	7,988	4,891
<b>Total Solano</b>							<b>2,727</b>	<b>233,902</b>	<b>236,629</b>	<b>61,188</b>

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

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

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

Excludes: Seismic Retrofit Bond  
Funded projects

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>
<b><u>Roadway Preservation</u></b>									
12	7.9/R14.7	Near Suisun City - east of Scandia Road to Denverton Overhead - rehabilitate roadway	4020B	0T0900	201.120	2009/10	98	17,936	18,034
12	R14.7/R20.6	Near Suisun City - Denverton Overhead to Currie Road - rehabilitate roadway	8059A	0T1011	201.120	2009/10	227	28,419	28,646
680	R1.5/R13.1	In Benicia and Fairfield - Benicia Arsenal Viaduct to Route 680 - rehabilitate roadway (required offsite mitigation)	5902A	258721	201.120	2007/08	5	1,247	1,252
80	15.8/30.9	Near Fairfield - Route 12 to 1 mile east of Leisure Town - rehabilitate roadway	8315D	4C150	201.120	2009/10	10	77,286	77,296
80	4.0/8.1	In Vallejo - Tennessee Street to American Canyon Road - rehabilitate roadway	5301G	0T240K	201.120	2007/08	10	25,313	25,323
80	8.1/11.5	Near Vallejo - American Canyon Road to Green Valley Creek; also in Napa County (PM 6.8 to 8.0) - rehabilitate roadway	4318	24090K	201.120	2007/08	50	21,845	21,895
12	L2.1/7.9	In Fairfield and Suisun - west of Chadburn Rd. to west of Union Creek - rehabilitate pavement	5001A	0C7901	201.121	2006/07	0	7,923	7,923
<b><u>Mobility</u></b>									
12	1.5/2.8	In Suisun City - near Red Top Road - construct truck climbing lane	8068	0A040K	201.310	2008/09	2,255	8,613	10,868
80	17.2	In Fairfield - at Rockville Road and West Texas Street - modify ramp and exit traffic signals	5301E	27510K	201.310	2006/07	2	1,655	1,657
80	R24.9/R25.1	In Vacaville - west of Alamo Creek Bridge to Alamo west-bound on-ramp - lengthen on-ramp and widen bridge	5302C	0A090	201.310	2009/10	5	2,846	2,851
80	5.6/R28.4	Vallejo to Vacaville - at various locations; also in Napa County at PM 6.8/8.0 - fill in gaps in detection and motorist information systems	0259Q	15290	201.315	2006/07	10	1,200	1,210

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

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>PPNO</u>	<u>EA</u>	<u>Program Code</u>	<u>Prog Year</u>	<u>State RW</u>	<u>State Const</u>	<u>State Total</u>
80	14.3	Near Fairfield - at Cordelia weigh station (both directions) - replace platform and generator	0017J	1A1100	201.321	2006/07	0	844	844
80	14.4	Near Fairfield - at Cordelia weigh station (both directions) - overlay parking and expand racetrack	0017H	444701	201.321	2006/07	0	712	712
<b><u>Roadside Preservation</u></b>									
80	6.6/6.8	In Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties - at various locations - highway planting restoration (remove trees phase 2)	0785Y	1A390K	201.210	2006/07	0	1,617	1,617
80	6.6/6.8	In Vallejo - at Hunter Hill Safety Roadside Rest Area - rehabilitate Safety Roadside Rest Area	4319	29900K	201.250	2008/09	10	8,217	8,227
Total Solano							3,314	232,591	235,905

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DATE: August 15, 2006  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: Discussion of Countywide Project Delivery Policy

**Background:**

STA staff continues to work with the Metropolitan Transportation Commission (MTC) and Caltrans Local Assistance to monitor the progress of state and federally funded projects and assist project sponsors to deliver their projects by state and federal obligation deadlines to ensure funds are not lost to the county or the region.

On April 26, 2006, MTC approved the Regional Project Funding Delivery Policy, Resolution 3606, which established new regional deadlines for delivering federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program funded projects. The key obligation deadlines outlined in Resolution 3606 are:

- **March 1:** Regional submittal deadline of the fiscal year of funding programmed in the Transportation Improvement Program (TIP). The implementation agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the obligation deadline).
- **March 1-May 31:** Projects submitted during this timeframe are subject to deprogramming and obligation is dependant on the amount of Obligation Authority (OA) available for the fiscal year.
- **May 31:** Regional obligation deadline. Funds not obligated (or transferred to Federal Transit Authority (FTA)) by May 31<sup>st</sup> of the fiscal year programmed in the Transportation Improvement Program (TIP) will be returned to MTC for reprogramming.

Resolution 3606 also included crucial deadlines for projects after obligation. These deadlines were established in response to the high number of outstanding inactive projects in the region and state.

- **Project Supplement Agreement (PSA) Deadline:** The implementing agency must execute and return the PSA to Caltrans within 60 days of the obligation.
- **Construction Advertisement/Award Deadline:** The construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation.

- **Invoicing Deadline:** Funds for each federally funded phase and for each program code must be invoiced against at least once every six months. Funds for construction must be invoiced and reimbursed against at least once within 12 months of the obligation and then invoiced at least once every 6 months thereafter. Funds for all phases that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.
- **Liquidation/Reimbursement Deadline:** Funds must be liquidated (fully expended, invoiced and reimbursed) within 6 years of obligation.
- **Project Completion/Close-Out Deadline:** At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Implementing agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. Any unreimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Agencies that do not meet these funding deadlines risk the loss of federal funds. Resolution 3606 states that agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive future STP or CMAQ funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines.

**Discussion:**

During this past FY 2005-06 federal funding cycle, one Solano County agency, the City of Rio Vista, was unable to obligate \$75,000 in STP funds for Local Streets and Roads. Under Resolution 3606, funds that are not obligated will be lost to the county and returned to MTC for reprogramming. Despite the consequences outlined in Resolution 3606, MTC staff has been more than accommodating to the predicament and has provided some last-minute opportunities for STA and its member agencies to reprogram the funds so they are not lost to the county.

This last-minute situation has prompted STA staff to begin discussions to develop a countywide policy to encourage better project delivery practices and prevent similar situations in the future. Alameda and San Mateo Counties have implemented similar policies, which include "double jeopardy" provisions for agencies that fail to meet delivery deadlines.

The following are possible policy options to be used as a springboard for discussion:

- **Double Jeopardy (Alameda County):** Should the county lose funds as a result of an agency's failure to obligate its funds on time, the agency not only loses its funding from that particular cycle, it will not be eligible to receive an amount equivalent to that of the lost funds in the next funding cycle.

- **Double Jeopardy (San Mateo County):** Should an agency fail to obligate their funds on time, the agency will not be eligible to receive an amount equivalent to that of the lost funds in the next funding cycle. In cases of gross negligent project management, the TAC members will determine the level of mismanagement. A 2/3<sup>rd</sup> vote for gross management will result in a double-forfeiture of funds; a less than 2/3<sup>rd</sup> vote will result in an equivalent forfeiture.
- **Probation:** Should an agency fail to obligate their funds on time, the agency will be placed on probation, which subjects them to tighter county-set deadlines in the next fiscal year of programming in order to provide sufficient time to reprogram the funds to another project in the same fiscal year.
- **Federal/Local Fund Swap:** For agencies that continue to demonstrate difficulty in meeting federally funded project delivery deadlines, they may be provided the option to swap its federal funds with more flexible local funds from another agency. The swapping agency must have a successful and dependable project delivery track record. The swap may be dollar-for-dollar, or may be consistent with the federal local match requirements where 88.53% of local funds will be provided for every federal dollar.

A key question that should be addressed is the trigger-point for implementing these consequential policies: Should the policy take into effect when the project sponsor fails to obligate the funds (e.g. San Mateo County) or when the money is lost to the county as a result of an agency's failure to obligate the funds (e.g. Alameda County)?

Further discussion on the development of this policy will take place during the August 30<sup>th</sup> Technical Advisory Committee (TAC) meeting. The discussion should not be limited to the suggestions stated above, and rather, the above should be used more as guidance to develop a unique and suitable countywide project delivery policy for Solano County jurisdictions.

**Recommendation:**  
Informational.

Attachments:

- A. Regional Project Funding Delivery Policy, MTC Resolution No. 3606

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**Metropolitan Transportation Commission  
Regional Project Funding Delivery Policy  
for SAFETEA - STP and CMAQ Funding  
MTC Resolution No. 3606  
April 26, 2006**

**General Policy**

The region has established deadlines for funding in the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) and subsequent extensions.

STP and CMAQ funds are to be programmed in the Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone. STP/CMAQ funds may be used for any phase of the project in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can delivery new projects within the required deadlines.

MTC staff will actively monitor and report the obligation status of projects to the Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. STP/CMAQ funds may be shifted among any phase of the project without the concurrence or involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.



In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

### **Programming to Apportionment in the Year of Obligation**

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization Act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received.

### **Advanced Project Selection Process**

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after March 1 of each fiscal year. In some years OA may not be available for advancements until after June 1, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to June 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other federal-aid projects. Restrictions may be placed on the advancement of funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines. MTC may consult with Caltrans and/or the appropriate CMA to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

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**Important Tip:** Caltrans releases unused local OA on June 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision allows the advancement of projects after June 1, by using unclaimed OA from other regions.

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### **Advance Construction Authorization (ACA)**

Agencies that cannot meet the regional, state or federal requirements have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract cannot easily be met within the required deadline, the agency may consider

using ACA until the project phase is underway and the agency is ready to invoice. ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

### **Project Cost Savings/Changes in Scope/Project Failures**

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project reductions will not be used. Federal regulations require that the project proceed to construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in ten years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs (such as Local Streets and Roads Rehabilitation) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, such as the Transportation for Livable Communities (TLC) program, or for regional operations projects, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans procedures and federal regulation. However, STP/CMAQ funding for the project is limited to the amount approved by MTC. Once funds are de-obligated there is no guarantee the funds will be available for the project.

Project funding reductions or unused funds realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for reprogramming.

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**Important Tip:** If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

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### **Annual Obligation Plan**

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution. There is no provision in state statute the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the beginning of each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP

is kept up to date, and if necessary, review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program fiscal year. The agency shall be considered committed to delivering the project (obligating the funds or transferring to FTA) once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines.

### **Specific Policy Provisions**

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP, but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds.

This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Disadvantaged Business Enterprise (DBE)**

Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.

STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds.

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**Important Tip:** An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE methodology may not be required if the activities (such as environmental or design) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE methodology is required. If a DBE methodology is required, agencies are encouraged to begin the process by June of the preceding federal fiscal year so the process may be complete by the beginning of the federal fiscal year in October.

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- **Obligation/Submittal Deadline**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by March 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by March 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after March 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the March 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

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**Important Tip:** Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to de-programming by MTC.

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Within the CMA administered programs, such as the Local Streets and Roads Rehabilitation program, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until March 1 of the programmed year, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of May 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by March 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/FTA transfer of the funds by May 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of March 1, 2008 and an obligation/FTA transfer deadline of May 31, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of March 1, 2009 and an obligation/FTA transfer deadline of May 31, 2009. No extensions will be granted to the obligation deadline.

- **Submittal Deadline:** March 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).
- **Obligation Deadline:** May 31 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

**March 1** - Regional submittal deadline. Complete package submittals, and ACA conversion requests for projects in the annual obligation plan received by March 1 of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA.

**March 1 – May 31** - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by May 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to May 31, in order to secure the funds within that federal fiscal year.

**May 31** - Regional obligation deadline. Funds not obligated (or transferred to FTA) by May 31 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to May 31 in order to secure the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.



Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, except under certain circumstances such as when Caltrans uses ACA for state projects.

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**Important Tip:** In some years OA for the region may be severely limited, especially toward the end of the federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the deadline of March 1 have priority, followed by other projects in the annual obligation plan submitted before the deadline of March 1. Projects in the obligation plan but submitted after March 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after June 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. Obligation requests submitted after the March 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy may have OA restricted.

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- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to deobligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance.

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

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**Important Tip:** Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

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- **Invoicing Deadline**

Funds for each federally funded phase and for each federal program code must be invoiced against at least once every six months.

Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.

Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

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**Important Tip:** In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase and each federal program code at least once every six months. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings can use ACA to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.

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- **Inactive Projects**

Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

- **Liquidation/Reimbursement Deadline**

Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation.

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be

de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

### **Consequences of Missed Deadlines**

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy, and other state and federal requirements, can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the project against these regional, state and federal funding deadlines and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and may be able to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive STP or CMAQ funding based on the implementing agency's demonstrated ability to delivery the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

### **Regional Project Funding Delivery Policy Intent**

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering



transportation projects. It is also intended to assist the region in managing Obligation Authority, and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the regional STP and CMAQ funds managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

This regional Project delivery policy was developed by the San Francisco Bay Area's Partnership, through the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG), consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, and MTC staff.

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by May 31 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after June 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by March 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by May 31.
Obligation/ FTA Transfer Request Submittal	March 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	May 31 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	June 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

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DATE: August 21, 2006  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Status of FY 2007-08 Intercity Transit Funding Agreement

**Background:**

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

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

**Discussion:**

The Intercity Transit Funding Agreement was secured for only one year. Of the three principles approved by the STA Board, the long-term cost-sharing needs to be addressed in FY 2006-07. To secure a longer-term agreement, there as 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's) collected at the same time. This data will capture a complete picture of where the ridership is and how it compares across routes and systems. Route level passenger performance, actual boardings by jurisdiction and relative boardings by jurisdiction can be determined. In addition, an on-board survey will need to be conducted to collect passenger residence, ultimate destination, access to transit data, and other information. This will offer more information that could potentially be used for cost-sharing factors in a long-term intercity cost-sharing methodology. The target timeframe to collect this data is late October/early November 2006. Collection of the data at this time will provide time for ridership to

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

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

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

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

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

**Fiscal Impact:**

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

**Recommendation:**

Informational.



DATE: August 18, 2006  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Emergency Ride Home Program Update

**Background:**

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

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

**Discussion:**

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

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

The first ERH voucher was used on August 10<sup>th</sup>. A regular vanpool rider at Travis Air Force Base took a rental car to her home in Sacramento. She rated the service as "excellent" and noted her appreciation of the service.

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

**Recommendation:**

Informational.

Attachment:

A. Emergency Ride Home Program Registered Employers

### Emergency Ride Home Program Registered Employers

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

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

**Background:**

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

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

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

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

**Discussion:**

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

**Recommendation:**

Informational.

**Attachments:**

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

## Draft List – Criteria for Prioritizing Pedestrian Projects

Solano Transportation Authority

Pedestrian Advisory Committee

The Countywide Pedestrian Plan's Overall Goal is:

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

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

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

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

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

### Connections to Transit

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

### Overcoming Barriers

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

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

## **Draft List – Criteria for Prioritizing Pedestrian Projects**

Solano Transportation Authority

Pedestrian Advisory Committee

### 4. Waterways

#### **Creating Walkable Communities**

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

#### **Pedestrian-Friendly Site Planning and Design**

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

## **Draft List – Criteria for Prioritizing Pedestrian Projects**

Solano Transportation Authority

Pedestrian Advisory Committee

- Pedestrian-level lighting
- Space for activities and socializing

### **Street System Design**

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

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

### **Street Crossings**

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

## **Draft List – Criteria for Prioritizing Pedestrian Projects**

Solano Transportation Authority

Pedestrian Advisory Committee

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

### **Criteria Scoring Concepts**

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

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

## **Draft List – Criteria for Prioritizing Pedestrian Projects**

Solano Transportation Authority

Pedestrian Advisory Committee

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

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# Solano Countywide Pedestrian Plan Update

## Schedule

July 24, 2006

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**Project Milestones:**

September 21<sup>th</sup> - PAC meeting

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

September 27<sup>th</sup> - TAC meeting

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

October 27<sup>th</sup>

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

October 27<sup>th</sup> to November 7<sup>th</sup>

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

November 16<sup>th</sup> - PAC meeting

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

November 16<sup>th</sup>

- Submit Draft methodology report (Consultant).

November 29<sup>th</sup> - TAC meeting

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

December 1<sup>st</sup> -

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

December 13<sup>th</sup> - STA Board

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

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

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DATE: August 18, 2006  
 TO: STA TAC  
 FROM: Sam Shelton, Assistant Project Manager  
 RE: Solano Bicycle and Pedestrian Program (SBPP) FY 2007-08 and  
 FY 2008-09 Funding Recommendations and SBPP Process Review

**Background:**

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

**Discussion:**

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

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

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

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

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

**Recommendation:**  
Informational.

Attachments:

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

Mode Application	Priority		Sponsor	Project	Request	Funding Sources			TOTAL SBPP
	BAC	PAC				TDA	MTC	ECMAQ	
<b>FY 2006/07</b>					<b>\$275,000.00</b>	<b>\$302,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>302,000.00</b>
Ped		2.3	Fairfield	Union Avenue Corridor, Phase II	\$100,000.00	\$25,000.00			\$25,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$50,000.00	\$50,000.00			\$50,000.00
Bike	2.5		Solano County	Abernathy Road Bridge	\$100,000.00	\$50,000.00			\$50,000.00
Bike	1.1	1.6	Solano County	McGary Road Regional Bike Path	\$25,000.00	\$25,000.00			\$25,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase I	\$300,000.00	\$152,000.00			\$152,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase I	\$60,000.00				\$0.00
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FY 2007/08</b>					<b>\$4,235,000.00</b>	<b>\$319,000.00</b>	<b>\$698,000.00</b>	<b>\$814,000.00</b>	<b>\$1,831,000.00</b>
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$800,000.00	\$119,000.00	\$450,000.00		\$569,000.00
Ped		1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$400,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$175,000.00		\$175,000.00		\$175,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$250,000.00		\$73,000.00		\$73,000.00
Bike	2.3		Solano County	Suisun Valley Road Bridge	\$110,000.00	\$110,000.00			\$110,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase II	\$1,000,000.00			\$343,000.00	\$343,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase II	\$90,000.00	\$90,000.00			\$90,000.00
Ped		2.2	Suisun City	Marina Blvd Sidewalk Gap Closure	\$110,000.00				\$0.00
Both	1.2	1.5	Vacaville	Nob Hill Bike Path	\$300,000.00			\$300,000.00	\$300,000.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$1,000,000.00			\$174,000.00	\$174,000.00
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FY 2008/09</b>					<b>\$5,700,000.00</b>	<b>\$337,000.00</b>	<b>\$698,000.00</b>	<b>\$506,000.00</b>	<b>\$1,541,000.00</b>
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$1,000,000.00	\$152,000.00	\$221,000.00		\$373,000.00
Ped	1.6	1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$50,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$650,000.00	\$135,000.00	\$465,000.00		\$650,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$300,000.00		\$12,000.00		\$12,000.00
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	\$500,000.00				\$0.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	\$1,000,000.00			\$337,000.00	\$337,000.00
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	\$200,000.00				\$0.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	\$1,200,000.00			\$169,000.00	\$169,000.00
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$800,000.00				\$0.00
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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DATE: August 18, 2006  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Local Projects Inactive Obligations Review

**Background:**

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

**Discussion:**

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

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

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

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

**Recommendation:**

Informational.

**Attachments:**

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

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CURRENT INACTIVE LOCAL PROJECTS									
Agency	Last Billed	No. of Months Inactive	Auth Date	Total Proj Cost	Federal Funds	Expended	Unexpended Funds	COMMENTS	
Benicia	Park Road From Adams St. To Oak Rd., Construct Bike Lane 10/15/2003	29.7	6/22/2004	\$264,772.00	\$160,000.00	\$22,585.49	\$137,414.51	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/25/06 and confirm invoice is processed by 9/8/06 by checking online at <a href="http://lpams.dot.ca.gov">http://lpams.dot.ca.gov</a>	
Benicia	East Fifth St. From Military East To Sr 780, Ac Overlay 10/15/2003	29.7	2/11/2004	\$129,900.00	\$115,000.00	\$11,617.34	\$103,382.66	Local Agencies to confirm invoice has been processed by 8/25 by checking online invoice registry at <a href="http://lpams.dot.ca.gov">http://lpams.dot.ca.gov</a>	
Benicia	East H St. From E. 2nd St. To E. 5th St., Ac Overlay		2/11/2004	\$118,605.00	\$105,000.00	\$0.00	\$105,000.00	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/25/06 and confirm invoice is processed by 9/8/06 by checking online at <a href="http://lpams.dot.ca.gov">http://lpams.dot.ca.gov</a>	
Benicia	East 2nd St. From Riverhill To Hillcrest Ave, Ac Overlay		2/11/2004	\$101,662.00	\$90,000.00	\$0.00	\$90,000.00	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/25/06 and confirm invoice is processed by 9/8/06 by checking online at <a href="http://lpams.dot.ca.gov">http://lpams.dot.ca.gov</a>	
Suisun City	Various Locations Throughout City, Striping For Bike Lanes		8/1/2001	\$44,980.00	\$35,000.00	\$0.00	\$35,000.00	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/25/06 and confirm invoice is processed by 9/8/06 by checking online at <a href="http://lpams.dot.ca.gov">http://lpams.dot.ca.gov</a>	
Vallejo	Admiral Callaghan Ln Between Redwood & Rotary, Install Median Island And Striping		1/7/2004	\$106,260.00	\$70,000.00	\$0.00	\$70,000.00	Local Agency to submit invoice to Caltrans Local Program Accounting by 8/11/06 and to confirm invoice is processed by 8/25 by checking online at <a href="http://lpams.dot.ca.gov">http://lpams.dot.ca.gov</a>	

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

**ATTACHMENT B**

1. FEDERAL AID PROJECT NO. <b>0000000</b>	2. PROJECT SPONSOR <b>Sponsor City</b>	3. PROJECT SPONSOR CONTACT (NAME, PHONE NUMBER, EMAIL) <b>Joe Doe, 555-555-5555, jdoe@la.co</b>
--	---	--

4. GENERAL LOCATION  
**ROUTE; LOCATION DESCRIPTION**

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

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

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

Right of way delay       Environmental Approval  
 Litigation                       Final Voucher  
 Other

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

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

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

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

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

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

21. PROJECT INFORMATION SHEET PREPARED BY

DISTRICT CONTACT NAME	PHONE NUMBER	EMAIL

**Inactive Obligations – Valid Justifications**

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

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

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

The following will be accepted as justification:

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

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

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

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

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

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

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

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

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

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

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

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

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