Solano Transportation Authority

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Suisun City, California 94585

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Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

MEETING NOTICE

September 14, 2005

STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA

6:00 P.M. Regular Meeting

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Time set forth on agenda is an estimate. Items may be heard before or after the times designated.

	ITEM	BOARD/STAFF PERSON
I.	**CALL TO ORDER – CONFIRM QUORUM** (6:00 – 6:05 p.m.)	Chair Courville
II.	**PLEDGE OF ALLEGIANCE**	
III.	**APPROVAL OF AGENDA**	
IV.	**OPPORTUNITY FOR PUBLIC COMMENT** (6:05 - 6:10 p.m.)	

Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masiclat, Acting Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

STA Board Members:

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

STA Board Alternates:

Gil Vega	Steve Wilkins	Dan Smith	Harry Price	Ron Jones	Mike Segala	Joanne Schively	John Vasquez

V. **EXECUTIVE DIRECTOR'S REPORT** — Daryl K. Halls
(6:10 - 6:15 p.m.) – **Pg 1**

VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:25 p.m.)

A. **Caltrans Report**
B. **MTC Report**
C. **STA Report**
1. **Federal Legislation Update** — Mike Miller
2. **Status of STA Funding Priorities** — Daryl Halls

VII. **CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.)
(6:25 – 6:30 p.m.) – **Pg. 5**

A. **STA Board Minutes of July 13, 2005** — Johanna Masiclat
Recommendation:
Approve minutes of July 13, 2005.
Pg. 7

B. **Review Draft TAC Minutes of August 31, 2005** — Johanna Masiclat
Recommendation:
Receive and file.
Pg. 15

C. **STA FY 2005-06 Meeting Schedule Update** — Johanna Masiclat
Recommendation:
Receive and file.
Pg. 23

D. **Bay Area Partnership Board Membership** — Daryl Halls
Recommendation:
Approve the following pursuant to requested membership on the Bay Area Partnership Board:
1. *Support the Bay Area Partnership Board membership requests for Benicia Transit and Fairfield-Suisun Transit.*
2. *Support adding to the Bay Area Partnership Board a public works director representing the cities and County of Solano.*

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E. **Gas Tax Contributions for STA for FY 2005-06** — Susan Furtado
Recommendation:
Informational.
Pg. 37

F. Funding Agreement Between the Solano Transportation Authority and the Napa County Transportation Planning Transportation Agency for the Solano Napa Travel Demand Model — Dan Christians

<u>Recommendation:</u>
Authorize the Executive Director to develop and execute a three-year funding agreement between Solano Transportation Authority and Napa County Transportation Planning Agency for a $20,000 annual funding commitment ($60,000 total) to maintain the Solano/Napa Multi-Modal Travel Demand Model.
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G. Appointments to Solano Pedestrian Advisory Committee — Robert Guerrero

<u>Recommendation:</u>
Appoint the following Pedestrian Advisory Committee members for a three-year term:

1. *J.B. Davis – Pedestrian Advisory Committee Benicia Member (replaces Jim Erickson)*
2. *Larry Mork – Pedestrian Advisory Committee Rio Vista Member*

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H. Route 30 Performance Update — Elizabeth Richards

<u>Recommendation:</u>
Receive and file.
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I. SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update — Elizabeth Richards

<u>Recommendation:</u>
Approve the following:

1. *The mid-year Transit Consortium Work Plan Status Update.*
2. *Add additional task to Consortium Work Plan: Initiate Solano Paratransit Assessment Study.*

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J. Continuation of MTC's Pavement Technical Assistance Program (PTAP) — Jennifer Tongson

<u>Recommendation:</u>
Approve that the STA Board send a letter to MTC supporting the continuation of PTAP as a regional program.
Pg. 59

K. City of Benicia Request for Abandoned Vehicle Abatement Training Funds — Sam Shelton

Recommendation:

Approve the following:

1. *Authorize the City of Benicia Police Department to spend $277.78 of 1997 carryover funds on personnel training, as specified in Attachment B.*
2. *Authorize to spend the remaining funds on other equipment and costs related to the AVA Program as specified in Attachment A.*

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L. Consultant Contract with Smith, Watts and Co. to Development of County Transportation Expenditure Plan and Related Public Information Material — Daryl Halls

Recommendation:

Authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company to assist in the development of a county transportation expenditure plan and related public information for an amount not to exceed $20,000.

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M. Extension of Contract for State Lobbying Representation Transportation Services – Shaw & Yoder — Jayne Bauer

Recommendation:

Authorize the Executive Director to execute contract Amendment No. 7 to existing Lobbying Services Agreement between the Solano Transportation Authority and Shaw & Yoder, Inc. for specified lobbying services through September 30, 2007 for an amount not to exceed $79,200.

Pg. 69

N. State Legislative Update – September 2005 — Jayne Bauer

Recommendation:

Adopt a Watch position on the following:

- *SB 658 (Kuehl)*
- *SB 680 (Simitian)*
- *AB 1208 (Yee)*
- *AB 1623 (Klehs)*

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O. Resolution for Allocation of FY 2005-06 TDA/STAF Funds — Jennifer Tongson

Recommendation:

Approve the resolution authorizing the filing of a claim with MTC for the allocation of TDA/STAF funds for FY 2005-06.

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VIII. ACTION ITEMS – FINANCIAL

A. 2006 STIP Programming — Jennifer Tongson

<u>Recommendation:</u>
Approve the fund strategy to replace the $2 million in STIP funds for specified local streets and roads projects with $2 million in SAFETEA Cycle 3 funds for locally specified local streets and roads projects.
(6:30 – 6:40 p.m.) – **Pg. 107**

B. Amendment of State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07 — Elizabeth Richards

<u>Recommendation</u>:
Approve the amended FY 2005-06 STAF project list on Attachment D and the preliminary FY 2006-07 STAF project list on Attachment E.
(6:40 – 6:45 p.m.) – **Pg. 111**

IX. ACTION ITEMS – NON-FINANCIAL

A. I-80/I-680 Interchange and North Connector Project Update — Dale Dennis

<u>Recommendation:</u>
Approve the following:

1. *The strategy and preliminary schedules for advancing the implementation of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector project; and*
2. *Authorize the Executive Director to implement the strategy for expediting delivery of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector projects.*

(6:45 – 6:55 p.m.) – **Pg. 119**

B. MTC's SAFETEA Third Cycle STP/CMAQ Funding Policies — Daryl Halls

<u>Recommendation:</u>
Support requesting MTC dedicate additional Third Cycle TEA 21 STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities for Solano County and other North Bay counties.
(6:55 – 7:00 p.m.) – **Pg. 123**

X. INFORMATION ITEMS

A. Project Study Report Overview — Daryl Halls, Jennifer Tongson
Informational – **Pg. 127**
(7:00 – 7:05 p.m.)

(No Discussion Necessary)

B. Status of SR 12 Transit Corridor Study — Dan Christians
Informational – **Pg. 135**

C. Vernal Pool Critical Habitat — Dan Christians
Informational – **Pg. 139**

D. Federal Legislative Update – September 2005 — Jayne Bauer
Informational – **Pg. 149**

E. Bay Area Commute Profile Study — Elizabeth Richards
Informational – **Pg. 153**

F. Fall Campaign – Great Race for Clean Air — Anna McLaughlin
Informational – **Pg. 183**

G. Funding Opportunities Summary — Sam Shelton
Informational – **Pg. 185**

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, October 12, 2005, 6:00 p.m., Suisun City Hall Council Chambers.

Agenda Item VI
September 14, 2005

Solano Transportation Authority

MEMORANDUM

DATE: September 7, 2005
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 2005

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (*) notes items included in this month's Board agenda.

Finally Some State Funds - Programming of the 2006 STIP *
In late September, the California Transportation Commission (CTC) is scheduled to adopt the Fund Estimate (FE) for the 2006 State Transportation Improvement Plan (STIP). There is currently $49.78 million in STIP funds programmed in Solano County's 2004 Regional Transportation Improvement Program (RTIP). Based on preliminary estimates provided by the Metropolitan Transportation Commission (MTC), it appears there will be some limited new programming capacity in the last two years of the 2006 STIP (FY 2009-10 & FY 2010-11). Based on MTC's regional schedule for adoption of the 2006 STIP, the STA Board will need to adopt the 2006 Regional Transportation Improvement Plan (RTIP) for Solano County at the meeting of October 12, 2005. Staff is recommending that prior to adoption of the 2006 RTIP, the Board authorize swapping $2 million in STIP funds currently programmed for local streets and roads with upcoming federal Surface Transportation Program (STP) funds to be provided as part of the Third Cycle of SAFETEA-LU STP/CMAQ funds. At the September 14th meeting, staff will provide an overview of the projects currently programmed and answer any questions from Board Members.

Bay Area Discusses SAFETEA Third Cycle Funds *
With the recent passage of SAFETEA-LU, MTC is preparing to initiate the allocation of the Third Cycle of Federal STP/CMAQ throughout the region. In the staff report pertaining to this item, I have outlined the allocation plan proposed by MTC staff presented to the Bay Area Partnership Board in August. Last week, the STA TAC, Transit Consortium and the Bay Area Congestion Management Agencies discussed the Third Cycle allocation plan being proposed and recommended that increased funding be apportioned to addressing the funding shortfalls for Local Streets and Roads, and Transit Capital Replacement, and to provide the North Bay counties with a higher level of annual Congestion Management Planning (CMP) funds. This item is scheduled for more discussion at the next Partnership Board scheduled for later this month.

STA Moves I-80/I-680/ SR 12 Interchange and North Connector Projects Forward *
Dale Dennis, STA's Project Management Consultant, has provided the Board with an updated schedule and strategy for moving both the North Connector and I-80 High Occupancy Vehicle (HOV) Lane projects forward in a timely manner.

Identifying the Next Generation of Priority Projects - Project Study Reports *
At the STA Board retreat in February, staff was provided direction to move forward with the initiation of Project Study Reports (PSRs) for the next set of projects in preparation for future STIP and/or SHOPP funding. Based on initial meetings with the California Department of Transportation (Caltrans), staff is proposing to develop a short list of projects as candidates for STA- or Caltrans-led PSRs. This list will be segmented by projects likely to be eligible for STIP funds and SHOPP funds. STA is proposed to be the lead on the STIP funded projects, and Caltrans to be the lead on the SHOPP funded projects. At the request of Caltrans, staff is working with the cities and County to identify the locally sponsored projects that will require Caltrans oversight. Staff is targeting to have the STA Board set the priorities for STA sponsored PSRs at a future meeting.

Attachment:
A. STA Acronyms List

STA
Solano Transportation Authority

A C R O N Y M S L I S T

ABAG	Association of Bay Area Governments
ADA	American with Disabilities Act
AVA	Abandoned Vehicle Abatement
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BABC	Bay Area Bicycle Coalition
BAC	Bicycle Advisory Committee
BCDC	Bay Conservation and Development Commission
BT&H	Business, Transportation & Housing Agency
CALTRANS	California Department of Transportation
CARB	California Air Resource Board
CCCTA	Central Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
CTA	County Transportation Authority
CTC	California Transportation Commission
CTEP	County Transportation Expenditure Plan
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DOT	Federal Department of Transportation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicle
GIS	Geographic Information System
HIP	Housing Incentive Program
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
JARC	Jobs Access Reverse Commute
JPA	Joint Powers Agreement
LS&R	Local Streets and Roads
LTA	Local Transportation Funds
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation
LOS	Level of Service
LTF	Local Transportation Funds
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
NEPA	National Environmental Policy Act
NCTPA	Napa County Transportation Planning Agency
NHS	National Highway System
OTS	Office of Traffic Safety
PAC	Pedestrian Advisory Committee
PCC	Paratransit Coordinating Council
PCRP	Planning and Congestion Relief Program
PDS	Project Development Support
PDT	Project Delivery Team
PMP	Pavement Management Program
PMS	Pavement Management System
PMS	Pavement Management System
PNR	Park and Ride
POP	Program of Projects
PSR	Project Study Report
PTAC	Partnership Technical Advisory Committee (MTC)
RABA	Revenue Alignment Budget Authority
REPEG	Regional Environmental Public Education Group
RFP	Request for Proposal
RFQ	Request for Qualification
RRP	Regional Rideshare Program
RTEP	Regional Transit Expansion Policy
RTIP	Regional Transportation Improvement Program
RTMC	Regional Transit Marketing Committee
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SCTA	Sonoma County Transportation Authority
SHOPP	State Highway Operations and Protection Program
SJCOG	San Joaquin Council of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District
SP&R	State Planning and Research
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
SRITP	Short Range Intercity Transit Plan
SRTP	Short Range Transit Plan
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TANF	Temporary Assistance for Needy Families
TAZ	Transportation Analysis Zone
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21st Century
TFCA	Transportation for Clean Air Funds
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMTAC	Transportation Management Technical Advisory Committee
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation Systems Management
UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCCTAC	West Contra Costa County Transportation Advisory Committee
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

Updated by: JMasiclat
8/15/05

DATE: September 1, 2005
TO: STA Board
FROM: Johanna Masiclat, Acting Clerk of the Board
RE: Consent Calendar
(Any consent calendar item may be pulled for discussion)

Recommendation:
The STA Board approve the following attached consent items:

A. STA Board Minutes of July 13, 2005
B. Review Draft TAC Minutes of August 31, 2005
C. STA FY 2005-06 Meeting Schedule Update
D. Bay Area Partnership Board Membership
E. Gas Tax Contributions for STA for FY 2005-06
F. Funding Agreement Between the Solano Transportation Authority and the Napa County Transportation Planning Transportation Agency for the Solano Napa Travel Demand Model
G. Appointments to Solano Pedestrian Advisory Committee
H. Route 30 Performance Update
I. SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update
J. Continuation of MTC's Pavement Technical Assistance Program (PTAP)
K. City of Benicia Request for Abandoned Vehicle Abatement Training
L. Consultant Contract with Smith, Watts and Co. to Develop Public Information Material for Traffic Relief Plan for Solano County
M. Extension of Contract for State Lobbying Representation Transportation Services – Shaw & Yoder
N. State Legislative Update – September 2005
O. Approval of Resolution for Allocation of FY 2005-06 TDA/STAF Funds

SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
July 13, 2005

I. CLOSED SESSION:

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that there were no matters to report.

II. CALL TO ORDER

Chair Courville called the regular meeting to order at 6:09 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Mary Ann Courville (Chair)	City of Dixon
	Len Augustine (Vice Chair)	City of Vacaville
	Steve Messina	City of Benicia
	Karin MacMillan	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Jim Spering	City of Suisun City
	Tony Intintoli	City of Vallejo
	John Silva	County of Solano
MEMBERS ABSENT:	None.	
STAFF PRESENT:	Daryl K. Halls	STA-Executive Director
	Charles Lamoree	STA-Legal Counsel
	Dan Christians	STA-Asst. Exec. Dir./Director of Planning
	Andy Fremier	STA-Director of Projects
	Elizabeth Richards	STA Director of Transit and Rideshare Services
	Susan Furtado	STA – Financial Analyst/Accountant
	Jayne Bauer	STA – Marketing and Legislative Program Manager
	Anna MacLaughlin	STA Program Manager/Analyst
	Robert Guerrero	STA-Associate Planner
	Jennifer Tongson	STA-Assistant Project Manager
	Sam Shelton	STA-Planning Assistant

ALSO PRESENT:

Dan Schiada	City of Benicia
Mike Duncan	City of Fairfield
Mike Segala	City of Suisun City
Gian Aggarwal	City of Vacaville
Steve Wilkins	City of Vacaville
John Harris	City of Vallejo
Paul Wiese	County of Solano
Barry Eberlink	Daily Republic
Tony Rice	Shaw/Yoder, Inc.

III. APPROVAL OF AGENDA

On a motion by Member Woodruff, and a second by Vice Chair Augustine, the STA Board approved the agenda

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Congress Approves 8th Extension of TEA 21 Reauthorization
- State Budget Includes Restoration of Proposition 42 for FY 2005-06
- State and Bay Area Reach Agreement on Bay Bridge Cost Overruns
- SR 37 Project Dedication Tentatively Scheduled for September 2nd
- Update Solano Travel Safety Plan Completed
- New Identity Proposed for Solano Paratransit

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:
None presented.

B. MTC Report:
None presented.

C. STA Report:

1. **State Legislative Report**
   Tony Rice, Shaw/Yoder, provided an update to the following:
   - 2005-06 State Budget
   - Arrangements to Finance the Bay Bridge
   - Legislation Tracking
   - Transportation Reauthorization and Appropriations
2. **STA's 8th Annual Awards**
   Jayne Bauer announced the upcoming 8th Annual Awards Ceremony scheduled on November 9, 2005. She cited that requests for nominations will be mailed in two weeks with a response date of August 26, 2005.

VII. CONSENT CALENDAR

On a motion by Member MacMillan, and a second by Member Intintoli, the consent items were unanimously approved.

A. STA Board Minutes of June 8, 2005
Recommendation:
Approve STA Board minutes of June 8, 2005.

B. Review Draft TAC Minutes of June 29, 2005
Recommendation:
Receive and file.

C. STA Meeting Schedule Update
Recommendation:
Receive and file.

D. Proposed Compensation Changes for Executive Director
Recommendation:
Approve Amendment No. 6 to Employment Agreement with the Executive Director of the STA.

E. Agreement of Continuation of Services
Recommendation:
Authorize the Executive Director to renew and amend the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for FY 2005-06 for an amount not to exceed $47,000.

F. Status of Unmet Transit Needs Process for FY 2005-06
Recommendation:
Approve the revised responses to MTC's Unmet Transit Needs issues as shown on Attachment A.

G. Cordelia Community Based Transportation Plan
Recommendation:
Authorize the Executive Director to sign an amendment to the funding agreement between MTC and the STA for the Cordelia Community Based Transportation Plan.

H. Transit Consolidation Study Letter of Support
Recommendation:
Authorize the STA Board Chair to send a letter requesting MTC to provide $60,000 in matching planning funds for the Solano Transit Consolidation Study.

I. Letter of Support for City of Fairfield Request for Safe Routes to Transit Application for Union Avenue – Main Street Pedestrian/Bicycle Overcrossing Improvements
Recommendation:
Approve a letter of support for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements for Safe Routes to Transit Applications SR2T funding.

J. **Geographic Information Systems (GIS) Agreement with the County of Solano**
Recommendation:
Authorize the Executive Director to enter into a Geographic Data Sharing License Agreement with the County of Solano.

VIII. ACTION ITEMS: FINANCIAL

A. **Solano Paratransit Funding Agreement and Vehicle Wraps**
Elizabeth Richards reviewed the proposed Solano Paratransit agreement between the STA and Fairfield-Suisun Transit (FST) covering the time frame from FY 2005-06 through FY 2007-08 with an option to extend the contract for 2 additional years. She also requested the Board endorse the proposed Solano Paratransit logo, bus wrap, and brochure cover to improve the image and identity of the service.

Chuck Lamoree added that the estimates in the agreement for the years beyond FY 2005-06 would need to be confirmed and approved at a future Board meeting.

Board Comments:
Chair Courville commented supporting the design of Solano Paratransit's logo and bus wrap.

Recommendation:
Approve the following:
1. Authorize the Executive Director to execute the Solano Paratransit service and funding agreement between STA and the City of Fairfield.
2. The proposed Solano Paratransit logo, bus wrap, and brochure design.

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

IX. ACTION ITEMS: NON-FINANCIAL

A. **Solano Travel Safety Plan, Phase 1**
Jennifer Tongson reviewed an updated draft provided by Korve Engineering of the Solano Travel Safety Plan dated July 13, 2005. She cited that the STA TAC agreed that the Phase I Study would serve as a preliminary analysis of raw accident data to compare accident rates along local intersections that were identified by the individual jurisdictions. She noted that Phase 2 of the study would expand on the findings of Phase 1 by evaluating and comparing local intersection accident rates by intersections of similar type.

Board Comments:
Vice Chair Augustine commented supporting the findings of the study.

Recommendation:
Approve the final Solano Travel Safety Plan – Phase 1.

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

B. Support Statewide Planning Agencies Efforts to Secure Additional Planning, Programming and Monitoring (PPM) Funds for Solano Transportation Authority

Andrew Fremier summarized the statewide effort to develop additional PPM funds for the statewide transportation planning agencies. He cited that the additional funding would allow the STA to directly manage all of the major highway improvement projects currently identified in the STIP, including the I-80/I-680/SR 12 Interchange and Highway 12 Jameson Canyon.

Board Comments:

Daryl Halls cited that the language of the Legislation is still being worked out.

Vice Chair Augustine requested language in the 2nd paragraph of the letter be edited for consistency.

Recommendation:

Authorize the Executive Director to send a letter to MTC and Solano County State Legislators in support of legislation increasing the allocation of statewide PPM funds for purposes of managing highway, streets and roads projects.

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

C. Emergency Ride Home Program

Anna McLaughlin reviewed the operating principles and parameters of the draft Solano Transportation Authority Emergency Ride Home Pilot Program. She cited that the program proposes that STA will contract with a taxi and rental car companies to provide transportation to registered employees working in Solano County. She noted that the contract terms would be for three years with the option of two (2) one-year contract renewals.

Board Comments:

Chair Courville and Member Spering questioned the limitations and restrictions to the operating principles and parameters of the program.

Member MacMillan expressed her support with concerns to the limited funding of the program.

Vice Chair Augustine noted his opposition to the program.

Based on further discussion, Board member Spering recommended to amend the program guidelines to limit monthly uses to three times per calendar month instead of two times per calendar month within 100 miles of their Solano County worksite.

Recommendations:
Approve the following:

1. The STA's Emergency Ride Home (ERH) Program.
2. Authorize the Executive Director to release a Request for Proposals (RFP) for Taxi and Rental Car Providers for the Emergency Ride Home (ERH) Program in an amount not to exceed $30,000 for three years.

On a motion by Member Spering, and a second by Chair Courville, the staff recommendation was approved by a 5 to 3 vote as amended. (Vice Chair Augustine, Members MacMillan and Woodruff voting no.)

D. SNCI FY 2005-06 Work Program and FY 2004-05 Annual Report

Anna McLaughlin highlighted selected accomplishments from the STA's SNCI Program's FY 2004-05 Annual Report. She also reviewed the funding and contract obligations that comprise the SNCI's Work Program (FY 2004-05 and FY 2005-06).

Board Comments:
Chair Courville and Member MacMillan requested that staff continue their efforts in employer promotions and program advertising.

Recommendation:
Approve SNCI's FY 2005-06 Work Program for Solano County.

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

E. Legislative Update – July 2005

Jayne Bauer reviewed two bills currently being watched regarding toll bridge seismic retrofit programs (SB 172 and SB 1024). She cited that the SB 371 would authorize certain state and local transportation entities to use a design-build process for bidding on highway construction projects.

Board Comments:
None presented.

Recommendation:
Approve the following position:

- SB 371 – Support

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

F. Draft 2005 Congestion Management Program (CMP)

Sam Shelton reviewed the development of the draft CMP. He listed several changes incorporated in the Draft 2005 CMP and tentative meeting dates for the development of the final CMP scheduled for approval in early October.

Board Comments:
Member MacMillan requested to correct the spelling of her last name in Draft 2005 CMP.

Recommendation:
Approve the Draft 2005 Congestion Management Program and forward to MTC for RTP consistency.

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

X. INFORMATION ITEMS (No Discussion Necessary)

A. Status of SR 12 Transit Corridor Study

B. 2006 STIP Fund Estimate, Guidelines and Allocation

C. Highway Projects Update

D. Funding Opportunities Summary

XI. BOARD MEMBER COMMENTS
None presented.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:06 p.m. The next regular meeting of the STA Board is scheduled for **September 14, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.

Attested By:

JMasiclat / 9/1/05

Johanna Masiclat **Date**
Acting STA Clerk of the Board

TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
August 31, 2005

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:

TAC Members Present:	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Charlie Beck	City of Fairfield
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano
Others Present:	Mike Duncan	City of Fairfield
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Birgitta Corsello	County of Solano
	Dana Cowell	Caltrans District 4
	Cameron Oakes	Caltrans District 4
	Jeff Gerbracht	MTC
	Dale Dennis	STA/PDMG
	Daryl Halls	STA
	Dan Christians	STA
	Elizabeth Richards	STA/SNCI
	Anna McLaughlin	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Jennifer Tongson	STA
	Johanna Masiclat	STA

II. APPROVAL OF AGENDA

On a motion by Charlie Beck, and a second by Dan Schiada, the STA TAC approved the agenda with the exception to move Agenda Item VII.B, I-80/I-680 Interchange and North Connector Project Update to Agenda Item VI.G.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Cameron Oakes announced the August 31, 2005 public meeting of the South County SR 29 Corridor Study in American Canyon. He also advised the STA or the City of Vallejo to attend the next Steering Committee meeting to be scheduled in September.

MTC: None presented.

STA: Robert Guerrero requested letters of support from member agencies for the SR 113 Corridor Study.

Jayne Bauer announced the Ribbon Cutting Ceremony for SR 37 and Freeway Widening and Interchange Project on Friday, September 2, 2005 at 10:30 a.m. in Vallejo.

Other: City of Fairfield's Mike Duncan reported and distributed information (Article: Federal Register/Vol. 70. No. 131/Monday, July 11, 2005) regarding Project Authorization and Agreements by the Federal Highway Administration (FHWA) - "Notice of Proposed Rulemaking (NPRM); Comments must be received on or before September 9, 2005".

Solano County's Paul Wiese provided an update to the Caltrans Tree Removal/Prunning Project. He announced several informational open houses scheduled in September and October in the cities of Benicia, Fairfield, and Vallejo.

V. CONSENT CALENDAR

On a motion by Janet Koster, and a second by Gary Cullen, the STA TAC approved the Consent Calendar.

Recommendations:

A. Minutes of the TAC Meeting of June 29, 2005
B. STA Board Meeting Highlights of July 13, 2005
C. STA Meeting Schedule Update
D. Funding Opportunities Summary

E. Bay Area Commute Profile Study
Informational

F. SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update
Recommendation:
Recommend to the STA Board to:

1. Review and approve the mid-year Transit Consortium Work Plan Status Update.
2. Add additional task to Consortium Work Plan: Initiate Solano Paratransit Assessment Study.

G. Route 30 Performance Update
Recommendation:
Receive and file.

H. Federal Legislative Update – August 2005
Informational

I. Fall Campaign – Great Race for Clean Air
Informational

VI. ACTION ITEMS

A. SAFETEA Third Cycle STP/CMAQ Funding Policies
Daryl Halls reviewed the policy issues and priorities being proposed by MTC for the allocation of the Third Cycle funds. He cited that several CMA directors expressed support at the August 1, 2005 meeting of the Partnership Board meeting for dedicating the remaining $100 to $150 million in Third Cycle funds to increasing the funding for three specific purposes: Local Streets and Roads Shortfall, Transit Capital Shortfall, and CMA Planning Activities.

Dale Pfeiffer recommended the proposed funding for CMA Planning and Transit Capital be reduced and the additional funding be dedicated to Local Streets and Roads.

Recommendation:
Forward a recommendation to the STA Board to request MTC dedicate additional Third Cycle SAFETEA STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities.

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

B. Bay Area Partnership Board Membership

Daryl Halls outlined the process and eligibility criteria for adding new members to the Bay Area Partnership Board. He cited that the City of Benicia's request for membership at the August 1, 2005 meeting was tabled to enable Solano County to discuss the request in more detail at the Transit Consortium. He also noted that based on MTC's modified criteria for Partnership Board membership, all of Solano County's transit operators could be eligible to request membership on the Partnership Board.

Recommendation:

Forward a recommendation to the Board pursuant to the following Bay Area Partnership Board memberships:

1. Support the Bay Area Partnership Board membership request ***for Benicia Transit and Fairfield/Suisun Transit Operators as recommended by the Transit Consortium and the STA TAC.***
2. Support adding to the Bay Area Partnership Board a public works director representing the public works directors for the County of Solano.

On a motion by Paul Wiese, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation to include modifications shown above in ***bold italics***.

C. MTC's Continuation of the PTAP Program

Jennifer Tongson reviewed program options being discussed by MTC's Local Streets and Roads (LS&R) committee to continue funding for the Pavement Technical Assistance Program (PTAP) as a regional program. She cited that STA will continue to monitor the discussion of the future of the PTAP program and will keep the TAC updated of any changes.

After discussion, the STA TAC expressed their continued support of the regional program of the PTAP Program.

Recommendations:

1. Recommend the STA TAC send a letter to MTC supporting the continuation of PTAP as a regional program.
2. Recommend to the STA Board to send a letter to MTC supporting the continuation of PTAP as a regional program.

By consensus, the STA TAC unanimously approved the recommendations.

D. 2006 STIP Programming

Jennifer Tongson reviewed the current summary of STIP County Shares as well as the updated Solano County STIP Funding Program, which was distributed at the meeting. She cited that STA staff is proposing to "replace" the STIP funds for local road rehabilitation with funds from the upcoming SAFETEA Cycle 3 STP funds. She added that Solano County is expected to receive approximately $4.6 million in STP funds for Local Streets & Roads (LS&R) from SAFETEA Cycle 3. She noted that staff is proposing to replace the $2 million in LS&R projects with $2 million of STP funds.

At the request of the STA TAC, Jennifer provided a matrix that shows a preliminary estimated distribution of the remaining $2.6 million potential SAFETEA-Cycle 3 funds for local streets and roads by jurisdiction. (The matrix does not include minimum amount threshold. The formula used is a 50%-50% hybrid of the Cycle 2 program (population) and the LS&R program (population, lane miles, and pavement condition.)

Recommendation:
Recommend the following to the STA Board:

1. Approve the fund strategy to replace the $2 million in STIP funds for specified local streets and road projects with $2 million in SAFETEA Cycle 3 funds for the same specified local streets and roads projects; and
2. Review and comment on the updated STIP funding program (to be provided under separate cover).

On a motion by Paul Wiese, and a second by Charlie Beck, the STA TAC unanimously approved the recommendation.

E. State Legislative Update – August 2005

Jayne Bauer outlined four bills concerning vehicle registration fees that would make funds available for transportation or other related projects. The bills cited were SB 658 (Kuehl)-Bay and Coastal motor vehicle mitigation program, SB 680 (Simitian)-Congestion Management and Transportation Improvements: Santa Clara Valley Transportation Authority, AB 1208 (Yee)-Local vehicle registration fee: San Francisco, and AB 1623 (Klehs)-Management of Traffic Congestion and Environmental Mitigation of Transportation in Alameda, Contra Costa, Marin, Napa, and Sacramento Counties.

Recommendation:
Forward a recommendation to the STA Board to adopt a Watch position on the following:

1. SB 658 (Kuehl)
2. SB 680 (Simitian)
3. AB 1208 (Yee)
4. AB 1623 (Klehs)

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

F. Amendment of State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07

Elizabeth Richards outlined additional requests received for STAF funding, including $60,000 by the City of Fairfield for a consultant to study the location and various others aspects of the Fairfield's Central Transit Station, $12,000 by STA to amend the Safe Routes to School/Transit study contract; and $10,000 by STA for an amendment to the existing consultant contract to incorporate modeling needs for the Auburn to Oakland Commuter Rail Study.

Recommendation:
Recommend to the STA Board to approve an amendment to the FY 2005-06 STAF project list on Attachment C and the preliminary FY 2006-07 STAF project list on Attachment D.

On a motion by Janet Koster, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation.

G. I-80/I-680 Interchange and North Connector Project Update

Dale Dennis, Project Consultant, provided a status report on the proposed plan for moving forward with the improvements of the I-80/I-680/ SR 12 Interchange Complex. He identified two environmental documents being prepared in order to advance improvements to the Interchange, one for the Balance of the Interchange Complex (I-80/I-680/SR 12 Interchange PA/ED) and one for the North Connector Project.

Recommendation:
Recommend the following to the STA Board:

1. Approve the strategy and preliminary schedules for advancing the implementation of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project; and
2. Authorize the Executive Director to implement the strategy for expediting delivery of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector project.

On a motion by Paul Wiese, and a second by Charlie Beck, the STA TAC unanimously approved the recommendation.

VII. INFORMATION ITEMS

A. Project Study Report (PSR) Overview

Dana Cowell, Deputy Director for Caltrans District 4, reviewed the steps to develop a prioritized PSR funding plan for SHOPP, STIP, and locally funded projects. He cited that Caltrans will be working closely with STA and the local agencies to discuss prioritizing and categorizing specific PSR projects. Daryl Halls noted that $150,000 has been dedicated by STA in both its FY 2005-06 and FY 2006-07 budgets for PSR work.

B. I-80/I-680 Interchange and North Connector Project Update

This item was moved to Agenda Item VI.G.

C. Update of Small UZA Payback Plan

Elizabeth Richards informed the TAC that Caltrans has not given any indication that they will pursue "repayment" from the Bay Area small operators. She cited that STA would continue to work with MTC to monitor the situation.

D. Status of SR 12 Transit Corridor Study

Dan Christians provided the TAC a revised report entitled "State Route 12 Corridor Study, Existing Conditions and Service Plan Draft August 2005". He noted that after input is received from the third public meeting of August 29 and the next SR 12 Steering Committee (September 16), final revisions will be made to the report to complete the proposed service plan, phasing, cost estimates and a funding plan.

E. Status of Pedestrian Priority Projects

Robert Guerrero informed the TAC that PAC members are reviewing the current list of pedestrian projects and will begin to prioritize the projects over the next few months. He noted that field visits with project sponsors will be scheduled in early September 2005 to provide a brief overview of the project area, description of project need, and a description of vision for the proposed pedestrian facility improvements.

VIII. ADJOURNMENT

The meeting was adjourned at 3:30 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, September 28, 2005** at 1:30 p.m.

STA
Solano Transportation Authority

DATE: September 1, 2005
TO: STA Board
FROM: Johanna Masiclat, Acting Clerk of the Board
RE: STA FY 2005-06 Meeting Calendar

Background:
Attached is the updated STA meeting schedule for the calendar year FY 2005-06 that may be of interest to the STA Board.

Fiscal Impact:
None.

Recommendation:
Receive and file.

Attachment:
A. STA FY 2005-06 Meeting Calendar

Solano Transportation Authority

STA BOARD
2005 – 2006 MEETING SCHEDULE

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
September 14	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
September 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
September 16	11:30 a.m.	SR 12 Steering Committee	Solano County Hall of Administration – 6th Floor	X
September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
October 12	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
October 20	6:00 p.m.	Pedestrian Advisory Committee Meeting	STA Conference Room	X
October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
November 9	***6:00 p.m.***	***STA Board Meeting/STA 8th Annual Awards***	***Denverton Hall Dixon Fairgrounds***	***X***
November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
December 8	6:00 p.m.	Pedestrian Advisory Committee Meeting	STA Conference Room	Tentative
December 14	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
2006				
January 11	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
January 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
February 8	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
February 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
March 8	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
April 12	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 10	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
June 14	**6:00 p.m.**	**STA Board Meeting**	**Suisun City Hall**	**X**
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

ATTACHMENT B

Updated: 9/6/2005
jm

STA
Solano Transportation Authority

DATE: September 6, 2005
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Bay Area Partnership Board Membership

Background:
The Metropolitan Transportation Commission (MTC), created the Bay Area Partnership Board in October of 1992, following the passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA). The Partnership Board consists of top management staff from the Bay Areas various county congestion management agencies, public transit operators, MTC, city and county public works departments, ports, MTC, Caltrans, ABAG, BAAQMD, and the U.S. Department of Transportation. The "Partnership" was established to serve as a forum for communication, dialogue, and identifying and building regional consensus. The Partnership Board meets approximately 3 to 4 times per year. In addition, there are several Partnership Technical committees that meet more frequently to discuss specific topics or issues.

In the early years of the Partnership, there were several regional successes attributed to the formation and consensus building of the Partnership. These included the following:

1. The Freeway Service Patrol
2. The Call Box Program
3. The Multi-Modal approach to allocate flexible ISTEA and subsequently TEA-21 Funds
4. The 511 Traveler Information System

Following the implementation of TEA-21, the Partnership Board seemed to lose its momentum and the meetings of the full Board became less frequent and were somewhat eclipsed by the regular meetings of the Partnership's technical committees. In 2003, at the behest of members of the Partnership Board, particularly the CMA directors, MTC reconvened the Partnership Board on a regular basis. Two policy areas of recent discussion and debate have been the goals and priorities of the Regional Transportation Plan (the most recent titled, "T-2030") and the allocation of future federal cycle, FTA and STIP funds.

Discussion:
In recent years, several new members have requested and been added to the membership of the Partnership Board. On July 23, 2003, four public works directors (two county and two city) were added to provide representation for the region's 100 city and county public works directors. In June of 2005, MTC updated and revised its criteria pursuant to membership on the Partnership Board by replacing specified members with criteria and process for requesting membership. The Attachment A of the revised MTC Resolution 3509 identifies the eligibility for membership on the Bay Area Partnership as follows:

A chief staff officer from all public agencies representing the following transportation interests:

- Transit operations;
- Transportation facilities;
- Congestion Management Agencies;
- Public works;
- Airports;
- Seaports;
- Regional transportation, environmental, and land-use based agencies;
- State transportation, environmental, and land-use based agencies; and
- Federal transportation, environmental, and land-use based agencies.

On August 1, 2005, the Bay Area Partnership Board voted to accept the membership of the Transbay Joint Powers Authority. At the same meeting, the City of Benicia also requested membership on the Partnership Board (see attached letter). At the request of the STA, action by the Partnership Board on Benicia's request was tabled to enable Solano County to discuss the request in more detail at the Transit Consortium.

Currently, the Bay Area Partnership Board membership consists of 14 transit operators, 9 Congestion Management Agencies, four public works directors, two representatives from the Partnership TAC, four regional agencies, three facilities representatives, five state agencies representatives, and three federal agencies representatives. The two current members on the Partnership Board from Solano County are the STA and Vallejo Transit.

Based on MTC's modified criteria for Partnership Board membership, all of Solano County's transit operators would be eligible to request membership on the Partnership Board. This could potentially include Benicia Transit and Fairfield-Suisun Transit which both operate local fixed route transit service and regional transit service providing service to the Bay Area, Vacaville which operates local fixed route transit service, and the Cities of Dixon and Rio Vista which operate local dial a ride service.

Concurrently, several public works directors who are members of MTC's Local Streets and Roads Committee have discussed requesting additional public works directors be added to the Partnership Board, potentially increasing their total number of representatives to nine so that each of the nine counties would be represented by a public works director.

On August 31, 2005, both the Transit Consortium and the TAC discussed this item. The Transit Consortium took action to recommend the STA Board support the requests of Benicia Transit and Fairfield-Suisun Transit to join MTC's Partnership Board. The TAC also recommended the STA Board support the request of the two transit operators. In addition, the TAC recommended the STA Board support their request to add a public works director from Solano County to the Partnership Board, representing the cities and County of Solano County.

Recommendation:
Approve the following pursuant to requested membership on the Bay Area Partnership Board:

1. Support the Bay Area Partnership Board membership requests for Benicia Transit and Fairfield-Suisun Transit.
2. Support adding to the Bay Area Partnership Board a public works director representing the cities and County of Solano.

Attachments:

A. MTC Resolution 3509 – dated October 23, 2002 and Attachment A – dated February 23, 2003.
B. Letter from City of Benicia requesting membership on Bay Area Partnership Board dated May 12, 2005.

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Legislation Committee DATE: June 10, 2005

FR: Executive Director

RE: Revision to the Bay Area Partnership Resolution: Resolution No. 3509

This memo recommends an update to the Bay Area Partnership resolution to add membership criteria and a process for addressing new membership requests.

Background
In October 2002, the Commission formally constituted the Bay Area Partnership through a resolution, outlining its basic roles and contributions with respect to the Commission's regional transportation responsibilities and decision-making structure. In addition, Attachment A to the resolution identified the Board composition.

Since that time, there have been requests by agencies, such as various local public works directors and the Transbay Joint Powers Authority, to join the Partnership. The most recent request led to a several month effort by the Partnership and its subcommittees to better define the process and eligibility criteria for members of the Partnership.

The challenge of the Partnership continues to be striking a balance between 1) including all public agencies responsible for moving people and goods in the Bay Area as well as protecting the environment, and 2) retaining a manageable sized group that can thrive on mutual interest and cooperation. The recent discussions included a review of the original charter of the Bay Area Partnership to ensure that any membership criteria developed would consider the objective of the Partnership. In addition, the group discussed a series of issues including the size of the Board, the need for collaboration and diverse interests, multi-modal balance, and formal versus informal structure and processes.

As a reminder, the resolution that constituted the Bay Area Partnership states that the "Commission hereby establishes the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission."

In the end, the consensus was to amend the current resolution to include a clear process and criteria for membership that was most inclusive for public agency representation. This was deemed to best meet the objective of the Partnership. We anticipate receiving future agency requests to join the Partnership that will be assessed against this process and approved or denied by the Partnership Board.

Recommendation
Staff recommends that the resolution that formalized the Bay Area Partnership be amended to include membership criteria that is inclusive for public agency, transportation stakeholder participation subject to the process and criteria established in Attachment A. The eligibility criteria require consistent participation at the Board and its subcommittees, as critical to the effective functioning of the Board. The criteria also permit a group of public agencies (i.e., public works directors) to be represented by a subset of their number, in an attempt to keep the Partnership Board to a manageable size.

Staff request that the Legislation Committee refer Resolution No. 3509, Revised to the Commission for approval.

Steve Heminger

Attachment
SH\AB\J:\SECTION\ALLSTAFF\RESOLUT\TEMP-RES\MTC\tmp-3509.doc

Date: October 23, 2002
W.I.: 1113
Referred by: POC
Revised: 07/23/03-C
06/22/05-C

ABSTRACT

Resolution No. 3509, Revised

This resolution adopts the formal designation of the Bay Area Partnership in its advisory role to MTC.

Attachment A was revised on July 23, 2003 to add four public works directors to the Bay Area Partnership.

Attachment A was revised on June 22, 2005 to replace specific member agency representatives with criteria and process for requesting membership in the Bay Area Partnership.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated October 4, 2002 and June 10, 2005.

Date: October 23, 2002
W.I.: 1113
Referred by: POC

RE: Formalizing the Bay Area Partnership

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3509

WHEREAS, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Public Law 102-240) and California Senate Bill 45 (Statutes 1997, Chapter 622) introduced substantial new funding flexibility in the expenditure of federal and state gas tax funds previously reserved primarily for highway purposes; and

WHEREAS, with nine counties, 101 cities, 1,400 miles of highway, 20,000 miles of local roads, eight toll bridges, three major commercial airports, five public seaports, and 21 public transit agencies, the Bay Area's varied natural topography and institutional complexity place a premium on cooperation and partnership among the public agencies responsible for delivering transportation projects and services; and

WHEREAS, the Bay Area Partnership (hereinafter "the Partnership") was informally established in 1992 to capitalize on ISTEA's new funding flexibility and to overcome institutional barriers to efficiently operating, adequately maintaining, and strategically expanding the metropolitan transportation system; and

WHEREAS, the Partnership consists of the top managers of public agencies responsible for moving people and goods in the Bay Area, as well as for protecting the region's environmental quality; and

WHEREAS, throughout its 10-year history, the Partnership and other institutional alliances nurtured within it have achieved many notable successes, such as instituting the freeway service patrol and callbox programs, implementing the TravInfo® traveler information and TransLink® universal transit ticket projects, designing a multi-modal screening and ranking system to program new federal and state flexible funds, and developing consensus on long-range transportation plans and other major policy issues; and

WHEREAS, the Partnership has been recognized by the American Planning Association for "outstanding efforts in forging interagency cooperation" and by the National Association of Regional Councils with a Distinguished Achievement Award; and

WHEREAS, the Commission recognizes the need for close collaboration among members of the Partnership in order to address the many challenges facing the Bay Area in the areas of transportation, land use, and sustaining the region's quality of life; and

WHEREAS, following adoption of the 2001 Regional Transportation Plan, members of the Partnership recognized the need to review its mission, membership composition, committee structure, relationship to Commission policy actions, and other areas where opportunities exist for improving its contributions to the region; and

WHEREAS, that review has been completed, with the assistance of an outside consultant, and the review recommended changes in how the Partnership conducts its business in three basic areas: roles and responsibilities, participation by member agencies, and organizational structure; and

WHEREAS, one of the recommended actions is for the Partnership to be formally constituted by a resolution of the Commission, and that the nature and timing of the Partnership's interaction with the Commission be specified therein; now, therefore, be it

RESOLVED, that the Commission hereby establishes the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission; and, be it further

RESOLVED, that the Partnership shall be composed of the chief staff officer for each of the agencies listed in Attachment A, which is incorporated herein by reference as though set forth at length, and which may be amended by the Commission from time to time as necessary; and, be it further

RESOLVED, that the Partnership shall meet at least three times per year, and shall report quarterly to the Commission at its regularly scheduled meeting on timely issues and topics, and provide comments and perspectives at any time that help inform and enhance the Commission's framework for decision-making; and, be it further

RESOLVED, that the Partnership may establish committees to assist in the conduct of its business including, but not limited to, (1) a committee to address finance, planning and related legislative issues, (2) a transit coordinating committee to fulfill the requirements of Section 29142.4 of the Public Utilities Code, and (3) special purpose committees to oversee the implementation of regional system management programs; and, be it further

RESOLVED, that the Commission directs its Executive Director to provide necessary administrative support to the Partnership and its committees in cooperation and with the assistance of other Partnership agencies; and, be it further

RESOLVED, that the Commission directs its Executive Director to transmit copies of this Resolution to the members of the Partnership and other interested parties.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sharon J. Brown, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on October 23, 2002.

Date: October 23, 2002
W.I.: 1113
Referred by: POC
Revised: 07/23/03-C
06/22/05-C

Attachment A
MTC Resolution No. 3509
Page 1 of 1

Bay Area Partnership – Membership

The Partnership shall be composed of the types of public agency representatives listed below that meet the eligibility criteria and are confirmed through the membership process as described below.

Process: Agencies eligible for membership who are not currently members must request membership through the Chair of the Partnership Board. If accepted for membership by the Partnership, MTC staff will update its Partnership roster to reflect the new membership. The Partnership shall consider the eligibility criteria below when voting on membership requests.

Eligibility:

1) A chief staff officer from all public agencies representing the following transportation interests:

- Transit operations;
- Transportation facilities;
- Congestion Management Agencies;
- Public works;
- Airports;
- Seaports;
- Regional transportation, environmental, and land use-based agencies;
- State transportation, environmental, and land-use based agencies; and
- Federal transportation, environmental, and land-use based agencies.

2) A chief staff officer may represent multiple agencies but has only one vote on the Bay Area Partnership Board.

3) A group of public agencies may nominate representatives for the group rather than have independent representation for each member (e.g. city/county Public Works, small transit operators, seaports, etc). This group nomination process can occur through the Transit Finance Working Group, Joint Finance Working Group, or Streets and Roads Committee, or other appropriate venue, for recommendation to the Partnership Board. This approach may be preferred by the Partnership for transportation interests whose sheer number and geographic dispersion of potential members may hinder consistent and effective participation in Partnership Board and subcommittee meetings.

4) A member is expected to participate in the Board on a regular basis and have staff participate regularly in the Partnership Technical Advisory Committee and its working groups.

City of Benicia *Finance Department*
Transit Services Division
250 East L Street, Benicia, CA 94510, (707) 746-4261 Fax (707) 747-8115

RECEIVED
MAY 12 2005
MTC

Michael Scanlon
General Manager & Chair of the Partnership Board
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

May 4, 2005

Dear Mr. Scanlon:

The City of Benicia is interested in participating and joining as a member on the Bay Area Partnership Board, which consists of the Bay Area Transit Operators. With the recent hiring of the City's first Transit Services Manager and the proposed implementation of the Short Range Transit Plan, the City of Benicia is posed for growth and improvement to the Benicia Transit system.

Benicia Transit is a regional transit operator, which operates a regional transit route connecting Vallejo Ferry Terminal and the City of Benicia with the Pleasant Hill BART Station and Sun Valley Mall in Concord. Benicia Transit riders can connect to over five different transit operators to access almost anywhere in the San Francisco Bay Area. The City also operates a general public dial-a-ride system and an ADA paratransit system. The city as a regional transit operator would like to better coordinate with other transit operators to achieve the goals of SB 1474.

Should you have any questions pertaining to my request, please contact me at (707) 746-4261 or email jandoh@ci.benicia.ca.us

Thank you,

John Andoh
Transit Services Manager

Cc: Theresa McMillan, Deputy Director of Policy, Metropolitan Transportation Commission

Steve Messina, Mayor
Members of the City Council
Elizabeth Patterson, Vice Mayor, Tom Campbell, Bill Whitney, Daniel C. Smith

Jim Erickson, City Manager
Virginia Souza, City Treasurer
Lisa Wolfe, City Clerk

DATE: August 18, 2005
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Gas Tax Contributions for STA for FY 2005-06

Background

Each year, STA member agencies provide contributions for STA operations from Transportation Development Act (TDA) funds and local gas tax subventions. These two revenue sources, combined with annual congestion management agency funds (federal STP) provided by the Metropolitan Transportation Commission (MTC), have provided the core funding for the STA since its separation from the County of Solano in 1996. The gas tax contribution and TDA revenues fund a percentage of the STA's core operations. These operations include administrative staff, benefits, services and supplies, and a percentage of strategic planning and project development activities not covered by other planning grants and project revenues.

On January 14, 2004, the STA Board unanimously adopted a policy to index the annual TDA and gas tax contributions provided by member agencies to the STA. The index policy adopted specified 2.7% for TDA and 2.1% for gas tax, both distributed based on total county population. The indexed rate is linked to the aggregate amount for both TDA and gas tax for Solano County in a given fiscal year. The initial TDA contribution estimate for the subsequent fiscal year is based on the MTC annual TDA fund estimate issued each February. The initial gas tax contribution estimate is based on the prior calendar year's actual gas tax revenues for all agencies in Solano County. Both estimates are revised as actual data becomes available and adjustments are made for the subsequent fiscal year.

Discussion:

The TDA and gas tax contributions are reviewed each year by the TAC and Board as part of the annual budget cycle. Attachment A lists the requested member agency contributions for both TDA and gas tax for FY 2005-06 and includes the estimates for FY 2005-06 and the adjustments for FY 2004-05. These amounts reflect the increased TDA and gas tax revenues for member agencies.

Recommendation

Informational.

Attachment:

A. FY 2005-06 TDA and Gas Tax Contributions from Member Agencies.

ATTACHMENT A

FY 2005-06 TDA and Gas Tax Contributions from Member Agencies

TDA Contributions

AGENCY	FY 2005-06 TDA	FY 2004-05 Adjustment	**TOTAL TDA for FY 2005-06**
Benicia	26,220	2,004	**28,224**
Dixon	15,732	1,200	**16,932**
Fairfield*	100,441	7,279	**107,720**
Rio Vista	6,051	352	**6,403**
Suisun City	26,623	1,967	**28,590**
Vacaville	91,970	6,719	**98,689**
Vallejo	117,383	8,752	**126,135**
Solano County	18,959	1,447	**20,406**
TOTAL	**403,379**	**29,720**	**433,099**

* Round-off error of $1 from Attachment B.

Gas Tax Contributions

AGENCY	FY 2005-06 Gas Tax	FY 2004-05 Adjustment	**TOTAL Gas Tax for FY 2005-06**
Benicia	18,950	520	**19,470**
Dixon	11,370	314	**11,684**
Fairfield	72,593	1,745	**74,338**
Rio Vista	4,373	58	**4,431**
Suisun City	19,242	500	**19,742**
Vacaville	66,471	1,635	**68,106**
Vallejo	84,838	2,206	**87,044**
Solano County	13,702	372	**14,074**
TOTAL	291,539	7,350	**298,889**

Total Contributions from Member Agencies

AGENCY	TDA	GAS TAX	**TOTAL**
Benicia	**28,224**	**19,470**	**47,694**
Dixon	**16,932**	**11,684**	**28,616**
Fairfield	**107,720**	**74,338**	**182,058**
Rio Vista	**6,403**	**4,431**	**10,834**
Suisun City	**28,590**	**19,742**	**48,332**
Vacaville	**98,689**	**68,106**	**166,795**
Vallejo	**126,135**	**87,044**	**213,179**
Solano County	**20,406**	**14,074**	**34,480**
TOTAL	**433,099**	**298,889**	**731,998**

STA
Solano Transportation Authority

DATE: September 2, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Funding Agreement Between Solano Tranporation Authority and Napa County Transportation Planning Agency for the Solano/Napa Multi-Modal Travel Demand Model

Background:
STA has maintained a countywide travel demand model since about 1992. On February 9, 2005, the STA Board approved the new Solano Napa Travel Demand Model Phase 1 which includes both Solano and Napa County zones, networks, projected land uses and traffic projections.

This new multi-regional, multi-modal "baseline" travel demand model for Solano and Napa counties can forecast traffic to the year 2030. The Solano/Napa Model Committee, consisting of modelers and planners from the cities and counties of Solano and Napa, met for the past two years to develop the new model. The model is now being used for the I-80/680/SR 12 Interchange EIR/S as well as for the Napa County SR 29 Corridor Study being developed by the Napa County Transportation Planning Agency (NCTPA).

Some of the initial work needed to prepare a Phase 2 Model (transit component) has also been started, but will need additional time and resources to complete. The necessary steps and approach to completing a model design for Phase 2 will be developed during 2006 as part of the $300,000 State Planning Partnership grant that MTC and the Association of Bay Area Governments (ABAG) recently secured for the "I-80 Smarter Growth Study".

Discussion:
The STA's 2005-06 budget includes $80,000 to annually maintain and update the model. This also includes necessary resources to make special runs as required by the STA and member agencies for various project development activities, EIR's and CMP consistency reviews. For the past two years NCTPA has contributed $20,000 a year to the STA to help with funding the maintenance and update of the model and the incorporation of pertinent data for Napa County.

Like any new multi-regional model of this magnitude and complexity, refinements will continue to be made on a periodic basis to make sure that changes in land use and traffic conditions in Solano and Napa counties are sufficiently accurate to meet MTC and Caltrans conformity standards.

Now that the new Phase 1 model has been approved by both the STA and NCTPA Boards, a number of new plans and projects can utilize the new traffic model during the next few years, such as:

Short Term Projects (next 1-5 years)

- I-80/I-680/SR 12 Interchange project
- I-80 High Occupancy Vehicle Lane project
- SR 12 Realignment and Rio Vista Bridge Feasibility Study
- SR 113 Major Investment Study
- Various Project Study reports

Mid and Long Term Projects (beyond 5-years)

- Updating the projections for the I-80, I-680, I-780 and SR 12 Corridors
- I-680 HOV lane project
- Updating ridership and station projections to implement future regional rail service and expanded express bus services throughout Solano County

Napa County Studies and Projects

- SR 29 Corridor Study
- Other Napa County priority projects and studies

On July 20, 2005, NCTPA Board authorized an annual $20,000 funding commitment with the STA in a formal agreement over a three-year period from 2005-06 through 2007-08.

Recommendation:
Authorize the Executive Director to develop and execute a three-year funding agreement between Solano Transportation Authority and Napa County Transportation Planning Agency for a $20,000 annual funding commitment ($60,000 total) to maintain the Solano/Napa Multi-Modal Travel Demand Model.

STA
Solano Transportation Authority

DATE: August 31, 2005
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Appointments to Solano Pedestrian Advisory Committee

Background:
The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues and monitoring, implementing, and updating the Countywide Pedestrian Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (see Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

Discussion:
The cities of Benicia and Rio Vista have nominated a representative for the Solano PAC. The City of Benicia nominated Mr. J.B. Davis to replace Mr. James Erickson, and the City of Rio Vista nominated Mr. Larry Mork. Mr. Davis and Mr. Mork are also members of the Solano Bicycle Advisory Committee (BAC) and are active volunteers in their respective community. Both individuals have working experience with members of the PAC either through joint PAC/BAC meetings or attending a PAC meeting as a public participant.

Mr. J.B. Davis and Mr. Larry Mork, upon approval by the STA Board, will be appointed for a 3-Year term. With the exception of the City of Dixon and the unincoporated areas of Solano County, all remaining Solano County cities will have members participating on the PAC. There are a few other remaining agencies with which staff will continue to seek new members to fill vacancies until all appointments are filled.

Recommendation:
Appoint the following Pedestrian Advisory Committee members for a three-year term:
1. J.B. Davis- Pedestrian Advisory Committee Benicia Member (*replaces Jim Erickson*)
2. Larry Mork- Pedestrian Advisory Committee Rio Vista Member

Attachments:
A. STA Pedestrian Advisory Committee Membership Roster
B. City of Benicia Resolution for J.B. Davis Appointment to the PAC
C. City of Rio Vista minutes for Larry Mork appointment to the PAC

Pedestrian Advisory Committee Membership Roster

City and County Representation:	
City of Benicia	Former Member- Jim Erickson (Prospective Member- J.B. Davis)
City of Suisun	Michael Segala
City of Vacaville	Mary Woo
City of Fairfield	Pat Moran
City of Vallejo	Lynn Williams
City of Dixon	***Vacant***
County of Solano	***Vacant***
City of Rio Vista	***Vacant*** (Prospective Member- Larry Mork)
Member at Large:	
Benicia Resident	Allen Deal
Other Agency PAC Representation:	
Tri City and County Cooperative Planning Group	Eva K. Laevastu (Chair Person)
Bay Area Ridge Trail Council	Kathy Blume
Solano County Agriculture Commission	***Vacant***
San Francisco Bay Trail Program	***Vacant***
Solano Community College	***Vacant***
Solano Land Trust	***Vacant***

ATTACHMENT B
JUN 28 2005

RESOLUTION NO. 05-93

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA CONFIRMING THE MAYOR'S APPOINTMENT OF JB DAVIS TO THE SOLANO TRANSPORTATION AUTHORITY (STA) PEDESTRIAN ADVISORY COMMITTEE

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Benicia that the appointment of JB Davis to the STA Pedestrian Advisory Committee by Mayor Messina is hereby confirmed.

*****

The above Resolution was approved by roll call by the City Council of the City of Benicia at a regular meeting of said Council held on the 21st day of June, 2005 and adopted by the following vote:

Ayes: **Council Members Campbell, Patterson, Smith, Whitney and Mayor Messina**

Noes: **None**

Absent: **None**

Steve Messina, Mayor

Attest:

Lisa Wolfe, City Clerk

Rio Vista City Council
Minutes
Regular Meeting –Minutes
Thursday, July 7, 2005 at 6:00 p.m.
City Council Chambers
One Main Street
Rio Vista, California 94571

Mayor Woodruff called the City Council closed session to order at 6:16 p.m.

Roll call
PRESENT: Bhakta, Jones, Kelly, Vick, Woodruff
ABSENT: _____

Closed Session – Conference with legal counsel – Significant exposure to litigation pursuant to subdivision (b) of Government Code Section 54956.9 – 1 case

Mayor Woodruff called the City Council meeting to order at 7:35 p.m.

The pledge to the flag was done.

Public Comments
Mr. Richardson from ECO: Resources stated that Ms. Karen Honer will be out on medical leave, and former Facility Manager Mr. Rick Harris will be taking Ms. Honer place during her medical leave. Mr. Richardson gave a brief report on the July 16, 2005 incident at the wastewater treatment Plant located at 1000 Beach Drive, he stated that ECO: Resources has brought in additional resources to help solve the pending problems at the plant.

Ms. Symons thanked the Rio Vista Lions Club for the donation of $3,500 for new recreation equipment.

Introductions of new City staff members

Ms. Symons introduced the new staff for the recreation department and swimming pool staff. Mr. Baxter stated that an offer has been made for Chief of Police.

Oath of Office will be administered to Fire Chief Mark Nelson
The Deputy City Clerk administered the Oath of Office to Fire Chief Mark Nelson.

Proclamation naming July as Recreation Month
Mayor Woodruff read the proclamation naming July as Recreation Month.

Consent Calendar
Approval of the minutes from the Council meeting of June 16, 2005Approval of the minutes from the Council meeting of June 23, 2005 Finalize appointment of Larry Mork to serve on the Solano Transportation Authority Pedestrian Committee, Consider a resolution 05-088 changing the job classification for the Director of Public Works position
Motion by Councilmember Vick, second by Councilmember Bhakta to approve the consent calendar, motion carried.

Receive the Treasurers report for 2005
May Treasurer Report
As of May 31, 2005, there was $2,614,872.75 in the checking account at Bank of Rio Vista, $7,158,329.04 in LAIF, $288,469.80 in developer MMA, $4,742.089.15 in Treatment Plant MMA and $7,064.16 in CD #81096 (302214) Police Department that matures on 7/05/05, $12,464.045.98 in the Bond Reserve Accounts. Total funds including bond funds of $27,274,870.88

Discussion on the narrative portion of the first draft of the 2005/2006 fiscal year budget
Ms. Silva gave a brief overview of the first draft of the 2005/2006 fiscal year budget and answered questions.

Consider an appointment of a City Council member to the Economic Development Marketing Team
Mayor Woodruff suggested an alternative and to have a member of the Council sit in on a session of committee.

STA
Solano Transportation Authority

DATE: September 2, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Route 30 Performance Update

Background:
Fairfield-Suisun Transit (FST) operates Rt. 30 on behalf of the Solano Transportation Authority (STA). Rt. 30 is funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has secured a variety of other funds for this route. This includes Transportation Fund for Clean Air from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. An updated multi-year funding agreement has been under development for the funding distribution for FY 2005-06 and in future years.

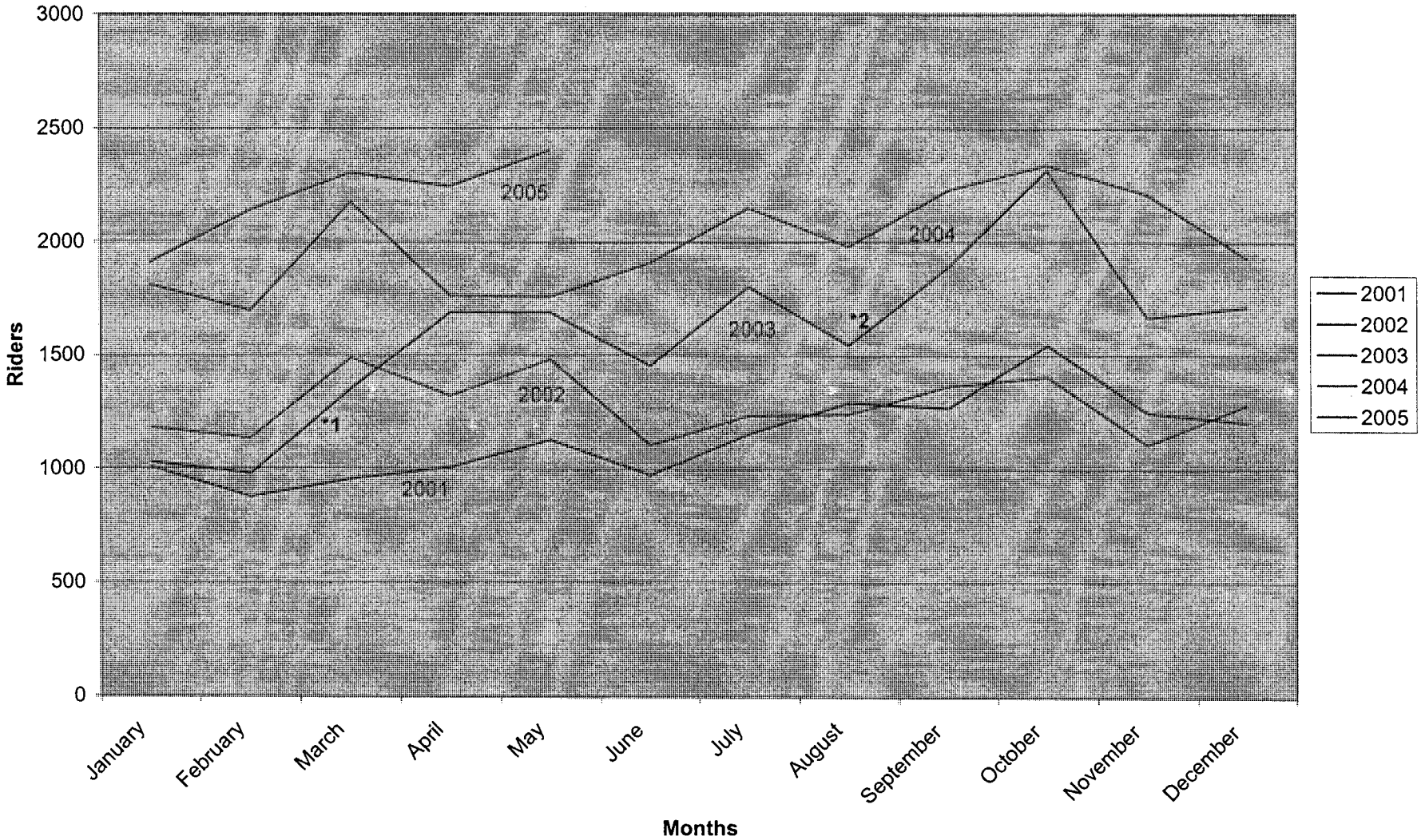
Route 30 has been operating five roundtrips, Monday-Friday, to Sacramento since March 2003. This route is a commuter focused express bus route that connects several local jurisdictions, including Fairfield, Vacaville, and Dixon to Davis and Sacramento. The purpose of the extension to Sacramento was to improve the general performance and farebox recovery on the route as well as to address an Unmet Transit Needs issue. Since this service change was made, ridership and performance have continued to increase and improve.

Discussion:
Route 30's performance has been steadily improving over the past few years. Ridership gains were quickly apparent after the implementation of the new service to Sacramento in the Spring of 2003. The farebox recovery has gradually improved. Prior to the route's restructuring, Route 30 ridership averaged about 50 passengers/day with a farebox recovery ratio of 12%. Monthly ridership has steadily increased (see Attachment A). Daily ridership since the beginning of 2005 has averaged about 100 passengers/day. The increased ridership has produced a consistent farebox recovery of over 20% (see Attachment B). The annual average farebox recovery ratio is over 21%. This is despite a significant cost/vehicle service hour increase in January 2005.

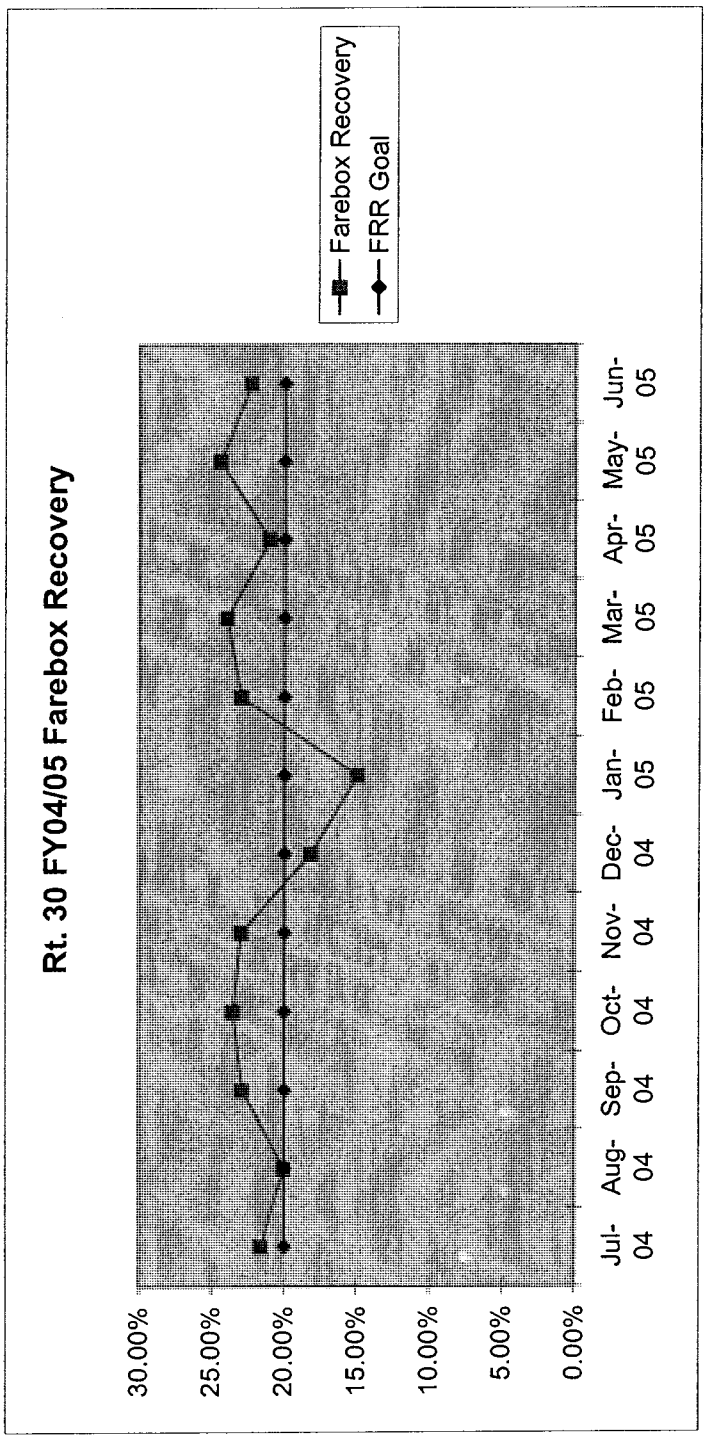
Recommendation:
Receive and file.

Attachments:
A. Multi-year Monthly Ridership Graph
B. FY 2004-05 Monthly Farebox Recovery Ratio Graph

Route 30 Ridership



*1 March 2003 - Service extended to Sacramento.
*2 August 2003 - New MCI buses added to Route 30.



Note: Jan 2005 included cost/hour increase.

STA
Solano Transportation Authority

DATE: September 2, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update

Background:
Each year, the Consortium reviews and updates its annual Work Plan. In 2005, there are a number of key local and regional transit planning activities and projects that the Consortium, TAC and STA Board assigned the Consortium to participate in. These range from transit service and funding to planning and marketing.

In January, the TAC and Consortium reviewed and approved the 2005 Consortium Work Plan (Attachment A). This was approved by the STA Board in February. Many of the Work Plan tasks have been completed, but there still remain several major issues to address before the calendar year end. To update the status of Consortium priorities and discuss a general approach to accomplish them, a mid-year Work Plan status is being presented.

Discussion:
A status of the 2005 Work Plan is presented on Attachment B. Each task includes a Status Summary and Next Steps. Of the 23 tasks, a great deal of progress has been completed by the Consortium. TAC and Consortium members were encouraged to review and comment on the attached mid-year update. As work progressed during the first half of the year, a need was identified to assess Solano Paratransit's current and future service policies in terms of requirements and priorities. This item is recommended to be added to the Work Plan: Initiate Solano Paratransit Assessment Study.

There are eight major tasks recommended to be the priorities for the remaining calendar year. Several affect one another. These tasks were discussed with the Consortium members on August 31, 2005. These tasks include:

- Multi-year shared funding agreement for intercity transit services
- Rt. 30 multi-year funding and service agreement; develop marketing plan for Vacaville market
- Solano Paratransit multi-year funding and service agreement
- Transit Consolidation Study
- Cordelia Community Based Transportation Study
- Lifeline Program Funding Allocation
- Solano Paratransit Assessment
- Establish Solano Paratransit Marketing and Identity

At the Consortium meeting, there was a discussion of the general timelines of these tasks, various agencies' involvement, and related issues among projects.

Recommendation:
Approve the following:

1. The mid-year Transit Consortium Work Plan Status Update.
2. Add additional task to Consortium Work Plan: Initiate Solano Paratransit Assessment Study.

Attachments:
A. 2005 SolanoLinks Consortium Work Plan
B. 2005 SolanoLinks Consortium Work Plan Status

ATTACHMENT A

STA SolanoLinks Transit Consortium
2005 Work Plan
(January 2005)

Transit Service:

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

Transit Planning and Consolidation

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

Funding

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

Marketing of Transit Services and Programs

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

Mid-Year Status

(August 2005)

Task	Status	Next Steps
Transit Service		
Implement RM2 Transit Services	* Vjo Transit services implemented, modified and VT monitoring. FST Rt. 40 pending. New Vjo/Benicia Transit route under review.	* FST evaluating Rt. 40 RM2 service timing implementation.
Monitor Rt. 30 & other Solano intercity transit services	* STA monitoring Rt. 30 and providing mid-year performance report.	* Continue monitoring Rt. 30.
Implement Dixon Community Based Transit Plan priorities	* STAF funding approved for implementation of 2 priority projects of Dixon CBTP.	* Dixon lead in implementation.
Implement MTC's TranStar countywide (on-line transit trip planner)	* Vallejo and Benicia Transit are on-line with MTC's Transit Trip Planner (TranStar).	* Fairfield/Suisun Transit and Vacaville City Coach are working with MTC to complete implementation.
Implement Rio Vista service changes	* New service implemented February 2005.	* Completed
Transit Planning & Consolidation		
Initiate Transit Consolidation Study	• STA Board authorized release of RFP for $65K • Additional funding received from MTC 08/05	*** RFP to be released by September 2005.**
Input into SB916 Transit Connectivity Study	* STA participating in MTC Transit Connectivity Study & successfully had FTC added to Study list of regional transit hubs	* Continue to participate in this study and its benefit to Solano.

Complete Benicia, Fairfield, and Vallejo local transit studies	• Benicia SRTP in draft final • Fairfield to kick-off local study and SRTP update in Fall 2005.	Various.
Complete updated CTP including the Transit Element	* CTP approved including Transit Element	Completed
Complete Hwy 12 Corridor Transit Study	* Underway	* Third public input meeting Aug. 29. Steering Committee Sept. 16.
Monitor countywide Advance Vehicle Locator (AVL) system	* FST lead	*Fairfield/Suisun Transit is continuing to move this project forward and coordinating with MTC and Solano transit operators.
Funding		
Monitor & input into legis to ensure adequate levels of transit funding	* On-going.	* Draft legislative platform priorities for 2006 under development.
Monitor & input in reg. Policy to ensure adequate levels of transit funding	* On-going	On-going.
Update TDA matrix	* Completed for FY2005/06	Completed
Complete TDA Unmet Transit Needs process	* Completed for FY2005/06	* Schedule public hearing for FY06/07 TDA claims
Prepare multi-year STAF funding plan	* Completed FY2005/06 and preliminary draft FY2006/07	* Completed
Prepare multi-year funding scenarios, including Rt. 30 & Solano Paratransit	• Solano Paratransit agreement executed; amendment for multi-year funding projected for Fall 2005 • Rt. 30 agreement pending funding shares beyond FY2005/06.	• **SP amendment for multi-year funding projected for Fall 2005.** • **Rt. 30 multi-year funding and agreement projected for Fall 2005.** • **Comprehensive multi-year shared funding scenarios to be presented to Consortium members early Fall 2005.**

Marketing of Transit Services & Programs		
Develop new SolanoLinks multi-year marketing plan & secure consultant support	* STA staff in process of developing a draft marketing plan and scope for on-going marketing consultant support.	* Release RFP for marketing consultant late Fall 2005.
Plan & implement marketing support for Rt 30, new RM 2 services, and Rio Vista Transit	* Rt. 30 marketing partially implemented and working with VV to refine in that city; STAF funds provided to Vjo Transit to market their RM2 services; marketing support provided to Rio Vista Transit to promote their new (Feb. 2005) service.	*** Work with City of Vacaville to develop local Rt. 30 marketing plan for Vacaville area.**
Coordinate & participate in countywide and regional transit marketing activities	* STA staff continues to monitor regional transit marketing activities. Spare the Air Transit/Free Morning Commute coordinated locally. Fall Great Race campaign includes transit promotion.	* Implement Fall Great Race campaign.
Distribute SolanoLinks brochure and wall maps	* On-going and to continue	* Updating and reprinting SolanoLinks brochure and wall maps.
Develop public awareness and identity for Solano Paratransit	* Concepts for Solano Paratransit logo, vehicle wraps, and brochure approved by STA Board.	*** By year-end, refine concept and implement.**
Proposed Tasks		
Initiate Solano Paratransit Assessment	* STAF funding allocated to this study.	*** STA lead. RFP to be release Fall 2005.**

STA
Solano Transportation Authority

DATE: September 1, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Continuation of MTC's Pavement Technical Assistance Program (PTAP)

Background:
The Metropolitan Transportation Commission (MTC) began the Pavement Technical Assistance Program (PTAP) in 1999 as a means of providing local jurisdictions with assistance in the implementation and update of their pavement management systems. PTAP assists cities and counties in maintaining compliance with Streets and Highways Code Section 2108.1, which requires every jurisdiction to be Pavement Management System (PMS) "certified" in order to receive state and federal funding for streets and roads. PTAP is funded through a combination of Surface Transportation Program (STP) funding and local match (88.53% and 11.57%, respectively). The STP funding for the program has ranged between $500,000 and $800,000 per funding cycle. Each year, PTAP funds approximately 30 pavement management projects across the region. Since 1999, PTAP has funded 246 pavement management projects and has assisted the region in maintaining a 90-95% certification rate. PTAP eligible activities include PMS implementation and maintenance, PMS/GIS integration, and pavement design.

Discussion:
The PTAP is currently in Round 7 of its programming year (FY 2005-06). In accordance with MTC's Transportation 2030, funding for PTAP, as a regional program, is slated to cease in FY 2006-07. MTC's Local Streets and Roads (LS&R) committee is beginning discussions for programming the PTAP after it expires in FY 2006-07. Four possible program options to continue funding for the PTAP program are being discussed:

1. CMAs could fund the program from their discretionary STP funds. The program would be administered by MTC regionally.
2. CMAs would fund *and administer* the program for their own counties.
3. PTAP is funded as a regional program.
4. PTAP goes away.

The LS&R committee has requested to agendize this item to their September 2nd meeting for further discussion. STA staff recommends sending a letter to MTC supporting the continuation of PTAP as a regional program. The STA will continue to monitor the discussion of the future of the PTAP program and will keep the TAC updated of any changes.

At their August 31st meeting, the STA TAC unanimously agreed that the PTAP program should be continued as a MTC regional program. They stated that administering the program through MTC ensures uniform and consistent data collection and analysis, and that the program is relatively inexpensive to administer given the amounts budgeted to MTC's regional programs. The TAC unanimously supported the recommendations to send letters from the TAC and the STA Board to MTC supporting the continuation of PTAP as a regional program.

Recommendation:
Approve that the STA Board send a letter to MTC supporting the continuation of PTAP as a regional program.

Attachments:

A. Pavement Technical Assistance Program (PTAP), Key Facts about PTAP
B. Program Options Post Round 9 (FY 2007-08)

Pavement Technical Assistance Program (PTAP)

Key Facts about PTAP:

1. The program was begun in 1999 as a means of providing jurisdictions with assistance in the implementation and update of their pavement management systems.

2. PTAP assists jurisdictions in maintaining compliance with Streets and Highways Code Section 2108.1, which requires every jurisdiction to be pavement management system "certified" in order to receive state and federal funding for streets and roads

3. PTAP is funded through a combination of STP funding and local match (88.53% and 11.57% respectively). The STP funding for the program has ranged between $500,000 and $800,000 per round.

4. Each year, PTAP funds approximately 30 pavement management projects across the region.

5. Most PTAP projects are re-inspections of jurisdictions' street and road networks and the updating of their pavement management databases.

6. In recent years, PTAP grants have also been used to assist jurisdictions in linking their pavement management data to their GIS systems, and for assisting jurisdictions with the PS&E portions of their projects.

7. PTAP ensures that MTC receives at least 30 "fresh" databases each year with which to update the regional shortfall projections.

8. Since 1999, PTAP has funded 246 pavement management projects and has assisted the region in maintaining a 90-95% certification rate

9. PTAP provides jurisdictions with a comprehensive analysis of their street/road network including—road conditions and trends, impacts of various budget options on the roadways, recommended repair programs, etc…

10. ***Per Transportation 2030, funding for PTAP, as a regional program, is slated to cease in Fiscal Year 2006/2007.***

Program Options Post Round 9 (FY 07/08)

	Option	Impact
1.	CMAs could fund the program from their discretionary STP funds. The program would be administered by MTC regionally.	1.) MTC would need to ensure that the amount of project funding in each county matched the amount contributed by each CMA. This would hamper MTC's flexibility in determining where the funding would be best used (i.e., small jurisdictions first). 2.) Also, CMAs might not be consistent with the amount of STP contributed to the PTAP program each year.
2.	CMAs would fund and administer the program for their own counties	1.) MTC would not receive pavement management database updates for projections and certification purposes, directly from the jurisdictions from PTAP. 2.) CMAs would incur costs of overhead for program administration (project management staff, contracting with consultants). This could create a nine-fold increase in administration costs which would cut into the amount of projects that could be funded by PTAP 3.) CMAs could choose not to fund the program at all
3.	PTAP goes away	1.) Certification status will fall from 95% to approximately 60% causing mostly small jurisdictions to become ineligible for federal and state funding 2.) MTC staff will not have accurate data for conducting regional shortfall projections for local streets and roads 3.) Use of pavement management principles and best practices will decrease severely
4.	PTAP is funded as a regional program	1.) CMAs would have to agree to have PTAP funds taken "off the top" of the STP funding which would cut into their discretionary STP dollars 2.) MTC Commission would have to reconsider T2030 plan

STA
Solano Transportation Authority

DATE: September 6, 2005
TO: STA Board
FROM: Sam Shelton, Planning Assistant
RE: City of Benicia Request for Abandoned Vehicle Abatement Training Funds

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

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

On March 3, 2005, the STA Board authorized the City of Benicia Police Department to spend up to $2000 of 1997 carryover funds on personnel training while remaining funds will be spent on other equipment and costs related to the AVA Program as specified in Attachment A. Benicia's balance of 1997 carryover funds stands at $327.23.

Discussion:
On August 10, 2005, the City of Benicia Police Department requested $277.78 for additional training expenditures with the remaining $327.23 in 1997 carryover funds as specified in Attachment B.

Recommendation:
Approve the following:
1. Authorize the City of Benicia Police Department to spend $277.78 of 1997 carryover funds on personnel training, as specified in Attachment B.
2. Authorize to spend the remaining funds on other equipment and costs related to the AVA Program as specified in Attachment A.

Attachments:
A. City of Benicia Police Department AVA Funding Request Letter (Jan. 31, 2005) "Requested Change in Expenditure of Funds"
B. City of Benicia Police Department AVA Funding Request Letter (Aug. 10, 2005) "Additional Requested Training Costs"

ATTACHMENT A

AUG 11 2005

BENICIA POLICE DEPARTMENT

200 East "L" Street • Benicia, CA 94510
(707) 745-3412 • Fax 746-0131

August 10, 2005

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

Dear Dan:

Per your July 12, 2005 letter the Benicia Police Department is requesting that the STA Board reimburse the additional $277.78 in training cost with the remaining $327.23.

Thank you for your assistance in this matter.

Sincerely,

Lt. Michael Daley

Lt. Michael Daley
Services Division Commander

cc: Sam Shelton

ATTACHMENT B
FEB - 2 2005

BENICIA POLICE DEPARTMENT

200 East "L" Street • Benicia, CA 94510
(707) 745-3412 • Fax 746-0131

January 31, 2005

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

RE: Requested Change in Expenditure of Funds

Mr. Shelton:

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

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

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

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

Your consideration in this matter is appreciated.

Lt. Michael Daley

Lt. Michael Daley
Benicia Police Department
Services Division Commander

DATE: September 7, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Consultant Contract with Smith, Watts and Co. to Assist in Development of County Transportation Expenditure Plan and Related Public Information Material

Background:
On two separate occasions, Solano County has placed a local transportation sales tax measure on the ballot to address a current and projected transportation funding shortfall facing Solano County's residents and commuters. In 2002, Measure E garnered support from 60% of Solano County voters and in 2004 Measure A was supported by 63.88% of Solano County voters. In both instances, the local transportation sales tax measures failed to achieve the necessary 66.7% voter threshold for passage.

On April 13, 2005, the STA Board authorized the Executive Director to retain consultant services for the following tasks related to the development of a follow-up countywide transportation expenditure plan:

1. Update the Programmatic Environmental Impact Report (EIR)
2. Specialized Legal Counsel
3. Evaluation of Public Input and the Development of Public Information

On May 11, 2005, the Solano Transportation Improvement Authority (STIA) approved a schedule and approach for a follow up to Measure A. This approach included exploring the feasibility of placing another local sales tax measure on either the election ballot for November 2005, June 2006 or November 2006. Subsequently, on July 13, 2005, the STIA Board approved a recommendation from the Local Funding Committee not to place the county transportation expenditure plan on the ballot for the November 2005 election.

Discussion:
On September 7, 2005, the Local Funding Committee met, discussed and recommended to the STIA Board an updated schedule for development of an updated county transportation expenditure plan that will include an expanded public input process and evaluating whether to place a follow-up measure on the ballot for either the June 2006 or November 2006 election. In preparation for this effort, the Local Funding Committee is recommending the STA Board authorize the Executive Director to enter into a consultant services agreement with Smith, Watts & Company to assist staff with the development of a county transportation expenditure plan and related public information for an amount not to exceed $20,000. D.J. Smith is one of the principle partners with this consultant firm

and has extensive experience in assisting a wide range of transportation agencies and counties in the development of county transportation expenditure plans and related public information materials.

Fiscal Impact:
The estimated contract cost for this consultant contract for a public information piece is $20,000. This funding has been budgeted in the FY 2005-06 budget for the development of a county transportation expenditure plan utilizing federal STP funds swapped previously with CMAQ funds.

Recommendation:
Authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company to assist in the development of a county transportation expenditure plan and related public information for an amount not to exceed $20,000.

DATE: September 2, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Extension of Contract for State Lobbying Representation Transportation Services – Shaw & Yoder

Background:
Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. On April 12, 2000, the STA entered into a contract with Shaw & Yoder, Inc., for state lobbying representation services to help secure state funding for STA's priority projects and to monitor state legislation affecting transportation. The firm of Shaw & Yoder, Inc. consists of Josh Shaw and Paul Yoder, partners in the firm. For day-to-day activities, Tony Rice provides the STA's day to day contact for legislative support. Shaw & Yoder, Inc. also provides lobbying services for the County of Solano.

Historically, their lobbying efforts on behalf of the STA have proved effective and productive. In addition to successfully advocating for funding, Shaw & Yoder, Inc. serve as a communication conduit for the STA Board and staff with Solano County's four state legislators, key transportation and budget committees in both the Assembly and the Senate and with the California Transportation Commission, Caltrans and the Business, Transportation and Housing Agency (B,T & H). Subsequently, the STA has amended its contract with Shaw & Yoder, Inc. on an annual basis on four separate occasions. Last year, the STA retained Shaw & Yoder, Inc. for a contract amount of $36,000 (a retainer of $3,000 per month). The most recent contract expires on September 30, 2005.

Discussion:
During the past year, the Executive Committee set specific priorities for the STA's state legislative advocacy efforts. This included monitoring legislative proposals to increase funding for transportation infrastructure; efforts to reduce or divert funding from transportation projects; initiatives to pursue the 55% voter threshold for county transportation infrastructure measures; legislative proposals to merge the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), legislative proposals pertaining to the cost increases related to the Bay Bridge; and efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the general fund. At the request of the Executive Committee, Shaw & Yoder, Inc. communicated with the Executive Committee on a quarterly basis and provided periodic presentations to the STA Board, in addition to the monthly written communications with the STA Board and weekly contact with staff.

The firm of Shaw & Yoder, Inc. has continued to provide the STA with high caliber representation in Sacramento for an affordable price. Based on their recent positive and effective track record, staff recommends the STA Board approve renewing the contract with Shaw & Yoder, Inc. for the upcoming two legislative years, with a monthly retainer of $3,200 in 2006 and a monthly retainer of $3,400 in 2007. This is a moderate increase and will result in a two-year contract total of $79,200. Pursuant to approval of the contract by the STA Board, staff will work with Shaw & Yoder, Inc. and the Executive Committee to review the STA's draft Legislative Platform for 2006 and will schedule their first presentation for the Board meeting of October 2006. As part of their scope of services, Shaw & Yoder will continue to provide monthly updates to the STA Board and quarterly presentations.

Fiscal Impact:
The fiscal impact of this contract is $79,200 and can be covered by the STA's FY 2005-06 ($38,400) and FY 2006-07 ($40,800) budgets. The contract amount for FY 2006-07 will be brought forward for approval at a future Board meeting.

Recommendation:
Authorize the Executive Director to execute contract Amendment No. 7 to existing Lobbying Services Agreement between the Solano Transportation Authority and Shaw & Yoder, Inc. for specified lobbying services through September 30, 2007 for an amount not to exceed $79,200.

Attachment:
A. 2006-2007 Scope of Services for Shaw & Yoder, Inc.

Shaw & Yoder, Inc.
2006-2007 Scope of Services

CONSULTANT agrees to perform professional services for CLIENT, as requested by the CLIENT, including, but not limited to:

A. Reconnaissance of proposed state government actions which may affect CLIENT, to include;

   a. Maintain an overview of legislation and executive agency activities
   b. Advise appropriate CLIENT staff of all activities and initiatives
   c. Research to adequately provide this function

B. Analyze and recommend proposed state legislative and executive agency actions affecting CLIENT.

C. Consult with CLIENT on potential implications of issues and alternative responses to state initiatives and participation in CLIENT meetings as scheduled; consult with CLIENT on any and all activities as requested by CLIENT or as deemed necessary by CONSULTANT.

D. Develop, coordinate and execute CLIENT's advocacy efforts, including communication with legislative officials and other governmental officials for the purpose of influencing legislation or administrative action.

E. Monitor all introduced legislative bills for consultation with CLIENT to determine those of interest of CLIENT.

F. Prepare monthly progress reports to CLIENT staff and board and make quarterly presentation at STA Board meetings.

G. Prepare support/opposition letters, letters of request for assistance, and all other support/opposition materials needed to ensure the success of goals and objectives.

H. Assist CLIENT in the development and execution of legislative programs, jointly or separately, for CLIENT.

I. Primary emphasis shall be given to issues that will provide specific and identifiable benefits to CLIENT.

DATE: September 2, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: State Legislative Update – September 2005

Background:
Each year, STA staff monitors state legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its 2005 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities. A current Legislative Matrix is included as Attachment B.

Discussion:
Most of the bills that the STA Board has taken a position on are no longer active in the State Legislature. Two bills are continuing to move forward in the Assembly and are scheduled for a third reading on September 2:

- SB 44 (Kehoe) regarding air quality improvements; STA Board sent a request for comments to the county and cities and has not received any response.
- SB 1024 (Perata) regarding a bond measure for seismic retrofit improvements; STA Board took a watch position.

There are four bills concerning vehicle registration fees that would make funds available for transportation-related projects:

- SB 658 (Kuehl) – Bay and coastal motor vehicle mitigation program.
  This bill would impose an annual fee of up to $6 on registered vehicles within the 20 counties adjacent to the coast and San Francisco Bay (including Solano). The fee would only be collected in counties where the Board of Supervisors votes to participate in the program. Funds could be used for projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure. This bill has stopped moving through the legislature and been placed on suspense. This bill is currently on the Assembly floor, scheduled for consideration on September 2. The Solano County Board of Supervisors has supported this bill. Staff recommends a watch position.

- SB 680 (Simitian) – Congestion management and transportation improvements: Santa Clara Valley Transportation Authority.
  Santa Clara VTA is the sponsor of this bill, which is supported by MTC. The bill would authorize the SCVTA to adopt an annual vehicle registration fee of up to $5 per vehicle to finance traffic and transportation improvements in Santa Clara County. This bill is currently on the Assembly floor, scheduled for consideration on September 2. Staff recommends a watch position.

- AB 1208 (Yee) – Local vehicle registration fee: San Francisco.
  The City and County of San Francisco are the sponsors of this bill that would authorize the San Francisco Board of Supervisors to collect a fee of up to $5 at the time of registration or renewal of registration of every vehicle registered to an address within the city and county. Funds would be distributed by the DMV to the county for the construction, improvement, operation, and maintenance of local streets and highways in the county. The bill would sunset at the end of 2010. This bill is scheduled for a third reading in the Senate on September 2. Staff recommends a watch position.

- AB 1623 (Klehs) – Management of Traffic Congestion and Environmental Mitigation of Transportation in Alameda, Contra Costa, Marin, Napa and Sacramento Counties.
  The Alameda County Congestion Management Agency is the sponsor of this bill, and four other transportation agencies have joined as co-sponsors to be included in the bill. The bill would authorize the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to $5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of the environmental impacts of motor vehicles within those counties. The multi-county bill specifies that only environmental programs directly related to the impacts of motor vehicles are eligible for funding. With over 3 million registered vehicles in those five counties, $15 million would be generated to support their local programs. This bill is scheduled for a third reading in the Senate on September 2. Staff recommends a watch position.

These four bills are addressed by the STA 2005 Legislative Priorities and Platform:

Priority Number 1:

- Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.

Priority Number I. 3:

- Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

Priority Number V. 13:

- Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.

September 9 is the last day for any bill to be passed in this first of a 2-year legislative session. Staff is starting to put together recommendations for the 2006 legislative platform and priorities. A draft will be presented at the October STA Board meeting.

Shaw & Yoder, Inc.'s State Legislative Update as of August 31, 2005 is included as an attachment to this report.

Recommendation:
Staff recommends the STA Board adopt a Watch position on the following:

- *SB 658 (Kuehl)*
- *SB 680 (Simitian)*
- *AB 1208 (Yee)*
- *AB 1623 (Klehs)*

Attachments:

A. State Legislative Update – August 31, 2005 – Shaw & Yoder, Inc.
B. Legislative Matrix, September 2005
C. SB 658 (Kuehl)
D. SB 680 (Simitian)
E. AB 1208 (Yee)
F. AB 1623 (Klehs)

ATTACHMENT A

SHAW / YODER, *inc.*
LEGISLATIVE ADVOCACY

August 31, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: LEGISLATIVE UPDATE

End of Session

The Legislative Session for 2005 is ending on September 9, 2005. After that date, the Legislature will not deliberate again until January 4, 2006. During the last weeks of any Legislative Session there is always concern about last-minute changes that could negatively impact your interests. However, thus far, we are pleased to report that nothing negative has yet to surface, and we continue to check-in with key legislative figures daily to ensure the STA's interests are preserved.

One item that surfaced as a potential benefit to transportation during the waning days of the Session, and one that would have been an enormous boon to all transportation providers, including the STA, was the renewed vigor to pass SB 1024 (Perata), a multi-billion dollar bond proposal. As the bill currently reads, there is still revenue in place in the measure that would have allocated resources to fund the Bay Bridge cost overruns. With that item being dispensed with through other legislation considered during the budget negotiations of a couple of months ago, there are now several categories of funding being considered to add to the legislation, including a significant amount of funding for the State Transportation Improvement Program, making the proposal a truly statewide transportation funding source. However, after a recent leadership meeting that included the Governor, it was determined to shelve the legislation for 2005, and work on its passage after the Legislature reconvenes in 2006. We will be working closely with Senator Perata and his staff to ensure maximum funding availability for the STA.

It also appears that efforts to permanently protect Proposition 42 are on hold for the remainder of 2005 as well. There is still broad-based support for these efforts, but nothing is expected to occur in the near future.

Regional Measure 2 Clean-Up

The Metropolitan Transportation Commission is spearheading efforts to clean-up certain areas of the existing Regional Measure 2 funding and oversight provisions. The MTC has pledged to work in harmony with all interests, and not propose any changes that would not have support from the affected stakeholders. We have been working with MTC staff, as well as the STA's Executive Director, to ensure future legislative efforts in this area are consistent with the interests of the STA.

2006 State Legislative Program

We have already had preliminary discussions with the STA staff on developing the legislative program for 2006. We look forward to working with all of the STA to develop a program that enhances and advances your priorities.

Tel: 916.446.4656
Fax: 916.446.4318
1414 K Street, Suite 320
Sacramento, CA 95814

Solano Transportation Authority
Legislative Matrix
September, 2005

State Legislation

State Legislation Bill/Author	Subject	Status	STA Position
AB 850 (Canciamilla) Toll Road Agreements	This bill would allow the Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes.	ASM Appropriations, held under submission 5/25/05	Watch closely 06/08/05
AB 1208 (Yee) Local vehicle registration fee: San Francisco	Authorizes the City and County of San Francisco Board of Supervisors to impose a fee in an amount to be established by the board to be paid at the time of registration or renewal of every vehicle registered at an address within the city and county of San Francisco. Provides that the funds may be used for the construction, improvement, operation, and maintenance of local streets and highways in the county. (Amended 4/14/05)	SEN Third reading scheduled for 9/2/05	
AB 1266 (Niello) State highways: design-sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations, held under submission 5/25/05	Support 06/08/05
AB 1623 (Klehs) County vehicle registration fee: Alameda, Contra Costa, Marin, Napa and Sacramento	Authorizes the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to $5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of the environmental impacts of motor vehicles within that county. Specifies that only environmental programs that directly relate to the impacts of motor vehicles are eligible for funding. (Amended 6/28/05)	SEN Third reading scheduled for 9/2/05	

State Legislation Bill/Author	Subject	Status	STA Position
ACA 4 (Plescia and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Comm. on Transportation 5/10/05	Support 02/09/05
ACA 7 (Nation) Local Gov. Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations ref. to APR suspense file 5/18/05	Support 02/09/05
ACA 10 (Nunez) Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee 3/18/05	Watch 05/11/05
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	Referred to Committee on Transportation 4/21/05	Watch 05/11/05
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	ASM to third reading scheduled for 9/2/05	Request comments from cities & counties 05/11/05
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	ASM Committee on Transportation 6/13/05	Watch 05/11/05

State Legislation Bill/Author	Subject	Status	STA Position
SB 371 (Torlakson/Runner) Design-build contracts: transportation entities	Would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects.	SEN Appropriations, held under submission 5/26/05	Support 07/13/05
SB 658 (Kuehl) Bay & coastal motor vehicle mitigation program	Would make available a coordinated state-local funding option for addressing a range of environmental problems resulting from motor vehicles and their associated infrastructure in coastal and bay counties. Authorizes the Coastal Environment Motor Vehicle Mitigation Program, administered by both the state and participating counties, which would enable counties to opt into a dedicated funding source to support appropriate projects. Motor vehicle registration fee of up to $6/year would be collected only in counties where the Board of Supervisors votes to participate in the program. Funds could only be used for projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure. Program would sunset in 2020.	ASM Third Reading scheduled for 9/2/05	
SB 680 (Simitian) Santa Clara County vehicle registration fees	Authorizes the Santa Clara Valley Transportation Authority (VTA) board of directors, beginning July 1, 2006, to impose (by a 2/3 vote) an annual fee of up to $5 on each motor vehicle registered within Santa Clara County. Fee would terminate July 1, 2014. Revenues generated by the fee would go towards a program of projects to be adopted by the VTA that would be based on street and highway improvement projects specified in the county's congestion management program and transit improvements specified in the Caltrain Joint Powers Board Rapid Rail Program. Requires VTA to provide a report to the Legislature on the impact of the fee and its cost-effectiveness by July 1, 2013. (Amended 4/12/05)	ASM Third Reading scheduled for 9/2/05	
SB 705 (Runner) Design Build Contracts	Would authorize the Dept. of Transp. to contract using the design-build process, as defined, for design and construction of transportation projects. Bill would require establishing a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (4/19/05 hearing cancelled at request of author)	Support in Concept 06/08/05
SB 1024 (Perata) Seismic Retrofit Improvements: Bond Measure	This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.	SEN scheduled for third reading 9/2/05	Watch 05/11/05

California Legislature
2005-06 Regular Session Calendar

January 2005 (First year of 2-year legislative session) 1 Statutes take effect 3 Legislature reconvenes 5 Governor's State of the State Address 10 Budget must be submitted by Governor 21 Last day to submit bill requests to Office of Legislative Counsel	July 1 Until Budget is passed by both houses – No policy committees may meet for any purpose 4 Independence Day 8 Last day for **Policy** Committees to meet and report Senate bills 15 Summer Recess begins on adjournment, provided Budget Bill has been enacted
February 18 Last day to introduce bills	August 15 Legislature reconvenes 26 Last day for **Fiscal** Committees to meet and report Senate bills to the Floor 29 Through Sept. 9*** – Floor session only. No committees, other than conference committees and Rules Committee, may meet for any purpose
March 17 Spring Recess begins at the end of this day's session 29 Legislature reconvenes	September 2 Last day to amend bills on the Floor 4 Labor Day 9 **Last day for any bill to be passed.** Interim Study Recess begins on adjournment
April 22 Last day for policy committees to hear and report Fiscal Committees fiscal bills introduced in their house 29 Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor	October 9 Last day for Governor to sign or veto bills passed by the Legislature on or before September 9 and in his possession on or after September 9
May 13 Last day for policy committees to meet prior to May 31 20 Last day for Fiscal Committee to hear and report to the Floor bills introduced in their house 20 Last day for Fiscal Committees to meet prior to May 31 23 Through May 27 – Floor session only. No Committee may meet for any purpose 27 Last day for bills to be passed out of the house of origin 31 Committee meetings may resume	November/December
June 3 Last day for Assembly to pass Assembly Bills 6 Committee meetings may resume 15 Budget Bill must be passed by midnight	January 2006 1 Non-urgency statutes passed by Legislature prior to commencement of Interim Recess take effect 4 Legislature reconvenes

AMENDED IN ASSEMBLY SEPTEMBER 2, 2005

AMENDED IN ASSEMBLY AUGUST 25, 2005

AMENDED IN SENATE MAY 27, 2005

AMENDED IN SENATE APRIL 21, 2005

AMENDED IN SENATE MARCH 29, 2005

SENATE BILL No. 658

Introduced by Senator Kuehl
(Principal coauthors: Assembly Members De La Torre, Montanez, and Nation)
(Coauthors: Senators Chesbro, Kehoe, and Torlakson)
(Coauthors: Assembly Members Chan, Hancock, Klehs, Koretz, ~~Nation,~~ and Pavley)

February 22, 2005

An act to add and repeal Chapter 10 (commencing with Section 31500) of Division 21 of the Public Resources Code, and to add and repeal ~~Section 9250.25~~ *Sections 9250.25 and 9250.26* of the Vehicle Code, relating to coastal resources, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 658, as amended, Kuehl. Coastal Environment Motor Vehicle Mitigation Program.

Existing law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing a program of agricultural land protection, area restoration, and resource enhancement within the coastal zone, as defined. Under existing law, the conservancy is authorized to provide grants to local public agencies and nonprofit organizations. Existing law authorizes the

Department of Motor Vehicles, if requested by a county air pollution control district, air quality management district, or unified regional air pollution control district to collect specified fees upon the registration or renewal of registration of any motor vehicle registered in the district, except as provided, to be used for the reduction of air pollution from motor vehicles, as specified.

This bill would establish the Coastal Environment Motor Vehicle Mitigation Program, which, until January 1, 2020, would authorize the conservancy to request that the Department of Motor Vehicles collect a fee of up to $6, upon the registration or renewal of registration of every motor vehicle registered in an eligible county that elects to participate in the program, as provided. The bill would create the Coastal Environment Motor Vehicle Mitigation Account in the State Coastal Conservancy Fund of 1984, for the purpose of receiving and disbursing funds derived from those fees collected by the Department of Motor Vehicles. The bill would require that all appropriations of funds deposited in the account only be used for specified program purposes, and be included in a section of the annual Budget Act for each fiscal year for consideration by the Legislature. The bill would prohibit the expenditure of funds derived from the account unless the appropriation is contained in that section of the Budget Act, except for funds continuously appropriated to the Controller for administrative costs.

The bill would authorize the conservancy, and the counties to which a specified percentage of the fee revenues would be transferred, to expend the moneys in the account for specified purposes related to the implementation and funding of projects and grants intended to prevent, reduce, remediate, or mitigate the adverse environmental effects of motor vehicles and their associated facilities and infrastructure, as provided. The bill would prohibit the expenditure of money in the account in any county that does not elect to participate in the program. The bill would require the conservancy to consult with each participating county on proposed projects. The bill would also require the conservancy and each county that participates in the program, as applicable, to, at least once every 2 years, each undertake an audit of projects and grants expended in that county or for which that county is responsible, and that are funded, in whole, or in part, by moneys from the account.

This bill would prohibit a county whose board of supervisors is authorized to adopt a fee pursuant to the program from adopting that

fee, if the county's local transportation commission has adopted a fee for traffic congestion and environmental mitigation purposes pursuant to other provisions. The bill would also prohibit a county's local transportation commission from adopting a fee for traffic congestion and environmental mitigation purposes, if the county's board of supervisors has adopted a fee pursuant to the program to be established by this bill. The bill would provide that these limitations be operative only if AB 1623 of the 2004-05 Regular Session is enacted and becomes effective on or before January 1, 2006.

Vote: majority. Appropriation: yes. 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 California coast and the San Francisco Bay comprise
4 an extraordinary and environmentally precious area that faces
5 unique environmental challenges as a direct result of population
6 growth and the attendant rise in the number of motor vehicles
7 and their related facilities and infrastructure.
8 (b) Nearly 20 million motor vehicles are currently registered
9 in the counties adjacent to the Pacific Ocean and San Francisco
10 Bay, and an extensive network of streets, highways, bridges, and
11 associated infrastructure has been constructed to accommodate
12 these vehicles.
13 (c) Motor vehicles and their associated facilities and
14 infrastructure, including, but not limited to, highways, streets,
15 roads, and parking lots, contribute to a variety of adverse
16 ~~consequences to the coastal, bay, and ocean environment of~~
17 ~~California, which affects significant state resources, including,~~
18 ~~but not limited to, river, bay, and ocean water quality, wetlands,~~
19 ~~fish and wildlife habitat, coastal beaches, and the health of~~
20 ~~humans, fish, and wildlife.~~ *consequences to the inland, coastal,*
21 *bay, and ocean environment of California's coastal and San*
22 *Francisco Bay Area counties, affecting significant state*
23 *resources, including, but not limited to, the quality of land and*
24 *water habitat, urban and rural streams, riparian areas and*
25 *watersheds, recreation, bays, wetlands, beaches, and the ocean,*
26 *and impact the health of humans, fish, and wildlife.*

(d) A fee not exceeding six dollars ($6) should be imposed upon the registration or registration renewal of every motor vehicle registered in a county that elects to participate in the program established pursuant to Chapter 10 (commencing with Section 31500) of Division 21 of the Public Resources Code. The imposition of this fee is fair and reasonable in relation to the adverse environmental impacts imposed by motor vehicles and their associated facilities and infrastructure, given that *there is no existing fee that serves the same purposes of that fee,* the cost of remedying these environmental impacts is significantly greater than the amount of revenues that would be raised by that fee, and substantial revenues from nonmotor vehicle fees and taxes, the sale and issuance of state bonds, the imposition of civil penalties for violations of specified statutes, and private donations are also being expended pursuant to other provisions for these purposes.

(e) A fee imposed upon the registration or registration renewal of every motor vehicle registered in an eligible county participating in the program established pursuant to Chapter 10 (commencing with Section 31500) of Division 21 of the Public Resources Code would be used to remedy the environmental impacts caused by motor vehicles and their associated facilities and infrastructure, and would not result in the imposition of a tax within the meaning of Article XIII A of the California Constitution because the amount and nature of the fee would have a fair and reasonable relationship to those environmental impacts, and there is a sufficient nexus between the imposition of the fee and the use of revenues from the fee to support the prevention, reduction, remediation, and mitigation of the adverse water quality and other environmental impacts caused by motor vehicles.

SEC. 2. Chapter 10 (commencing with Section 31500) is added to Division 21 of the Public Resources Code, to read:

CHAPTER 10. COASTAL ENVIRONMENT MOTOR VEHICLE MITIGATION PROGRAM

31500. (a) (1) The Coastal Environment Motor Vehicle Mitigation Account is hereby created in the State Coastal Conservancy Fund of 1984, established pursuant to Section 5096.258, for the purpose of receiving and disbursing funds

1 derived from fees collected by the Department of Motor Vehicles
2 pursuant to Section 9250.25 of the Vehicle Code. All
3 appropriations of funds deposited in the Coastal Environment
4 Motor Vehicle Mitigation Account shall only be used for the
5 purposes specified in Section 31510, and shall be included in a
6 section of the annual Budget Act for each fiscal year for
7 consideration by the Legislature. Each such appropriation shall
8 bear the heading "Coastal Environment Motor Vehicle
9 Mitigation Account." No funds derived from the account shall be
10 expended unless the appropriation is contained in that section of
11 the Budget Act.
12 (2) The conservancy shall annually transfer, to each county
13 that has elected to participate in the program pursuant to
14 subdivision (c), 30 percent of the balance of the funds collected
15 from fees imposed pursuant to Section 9250.25 of the Vehicle
16 Code that are deposited into that account that are generated by
17 that participating county. These counties may use these revenues
18 for the purposes, and subject to the conditions, described in
19 Section 31510.
20 (b) The conservancy is not required to undertake any activities
21 pursuant to this chapter until the time that funds generated
22 through this program are appropriated by the Legislature.
23 (c) The conservancy may request that the Department of
24 Motor Vehicles collect a fee of up to six dollars ($6) upon the
25 registration or renewal of registration of every motor vehicle
26 registered in each eligible county that elects to participate in the
27 program established by this chapter. Pursuant to the procedures
28 set forth in Section 9250.25 of the Vehicle Code, the Department
29 of Motor Vehicles may begin collection only after five or more
30 eligible counties elect to participate. Eligible counties include
31 those counties that are, in whole or in part, within the jurisdiction
32 of the conservancy, including the Counties of Alameda, Contra
33 Costa, Del Norte, Humboldt, Los Angeles, Marin, Mendocino,
34 Monterey, Napa, Orange, San Diego, San Francisco, San Luis
35 Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz,
36 Solano, Sonoma, and Ventura. A county may elect to participate
37 in the program upon the adoption of a resolution by a majority
38 vote of the membership of its board of supervisors. If the amount
39 of fees collected by the Department of Motor Vehicles exceeds
40 the reasonable cost of fulfilling the purposes of this section as

determined by the conservancy or any participating county pursuant to an audit conducted in accordance with Section 31530, the conservancy shall request a reduced fee level to be collected by the Department of Motor Vehicles in the subsequent fiscal year.

31510. (a) The funds deposited in the Coastal Environment Motor Vehicle Mitigation Account may be used only for the purpose of administering and funding projects and grants that prevent, reduce, remediate, or mitigate the adverse environmental effects of motor vehicles and their associated facilities and infrastructure, consistent with Section 2 of Article XIX of the California Constitution. The requirements of Section 31520 shall apply to all funds expended pursuant to this chapter.

(b) Up to 5 percent of the funds deposited into the Coastal Environment Motor Vehicle Mitigation Account, and retained by the conservancy, may be used to reimburse the conservancy for administrative costs incurred by the conservancy in implementing and administering this chapter. Not more than 5 percent of the funds transferred to each participating county may be used for administrative costs incurred by the county in implementing and administering this chapter.

(c) Funds from the Coastal Environment Motor Vehicle Mitigation Account may not be used to fund any part of a project or activity required to satisfy a condition imposed by a permit, license, certificate, or other entitlement that is not issued primarily for the purposes described in this chapter. A permit, license, certificate, or entitlement required for a project funded, in whole or in part, from funds in the account, shall be issued by one or more public agencies, and may include, but is not limited to, the mitigation of significant effects on the environment of a project pursuant to an approved environmental impact report or mitigated negative declaration required pursuant to the California Environmental Quality Act (Division 13 (commencing with Section 21000)). Funds from the account may also be used to support public projects or activities that are included in the implementation measures of a Municipal Storm Water National Pollutant Discharge Elimination System Permit held by a public agency.

(d) Priority shall be given to those projects and grants that accomplish the purposes of this chapter through the long-term

protection and restoration of natural resources and natural systems affected by motor vehicles and their associated facilities and infrastructure, or the long-term reduction in the level of environmental effects generated by motor vehicles and their associated facilities and infrastructure.

(e) The conservancy shall consult with each participating county on proposed projects.

(f) To the extent feasible, the services of the California Conservation Corps, certified local conservation corps, as defined in Section 14507.5, and any nonprofit organization that the administering entity of one of the corps determines has the relevant and demonstrated capacity and expertise, shall be utilized to carry out the purposes of this section.

(g) Before making funds available for a grant or project pursuant to this section, the conservancy or a participating county, as appropriate, shall make findings that the expenditure of funds is consistent with the requirements of this chapter.

31520. (a) Notwithstanding Section 31006, funds in the Coastal Environment Motor Vehicle Mitigation Account shall be expended for projects ~~countywide~~ within those counties that elect to participate in the program pursuant to subdivision (c) of Section 31500. *A project may be done anywhere in the county consistent with the requirements of this chapter.* Funds in the Coastal Environment Motor Vehicle Mitigation Account may not be expended in a county that does not elect to participate in the program pursuant to Section 31500. No funds in the Coastal Environment Motor Vehicle Mitigation Account may be transferred pursuant to Section 2796 of the Fish and Game Code, or used to offset a reduction in any other source of funds for the purposes authorized under this chapter.

(b) Funds shall be expended by the conservancy for projects and grants in a manner that, over any two consecutive two-year periods, ~~as determined in accordance with~~ *pursuant to* the audit required by Section 31530, ~~is~~ *benefits to the county are* proportional to the revenues collected in each participating county pursuant to Section 9250.25 of the Vehicle Code for vehicles registered in that county.

(c) Priority shall be given to projects that directly benefit communities that are disproportionately affected by the adverse environmental effects of motor vehicles and their associated

facilities and infrastructure. Grants may be given for this purpose to the California Conservation Corps or nonprofit community organizations, including, but not limited to, local conservation corps that have a demonstrated commitment to natural resource conservation in these communities.

31530. The conservancy and each county that participates in the program shall, at least once every two years, each undertake an audit of the program of projects and grants expended in that county or for which that county is responsible that are funded, in whole or in part, by moneys from the Coastal Environment Motor Vehicle Mitigation Account. The audit shall, at a minimum, evaluate the degree to which resources adversely impacted by motor vehicles and motor vehicle-related facilities and infrastructure have been protected, restored, remediated, or rehabilitated, or to which the impacts on those resources have been reduced, the level of matching funds obtained, and the distribution of funds and projected benefits, by county. The findings of the audits shall be compiled and made available by the conservancy to the Legislature, participating counties, other interested agencies, and the public.

31531. This chapter shall remain in effect only until January 1, 2020, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2020, deletes or extends that date.

SEC. 3. Section 9250.25 is added to the Vehicle Code, to read:

9250.25. (a) In addition to any fees specified in this code and the Revenue and Taxation Code, upon the adoption of a resolution by any county board of supervisors, and if requested by the State Coastal Conservancy pursuant to Section 31500 of the Public Resources Code, the department shall collect a fee of up to six dollars ($6), to be paid upon the registration or renewal of registration of every motor vehicle registered to an address within that county, except those expressly exempted from payment of registration fees. The fees, after deduction of the administrative costs incurred by the department in carrying out this section, shall be paid quarterly to the Controller.

(c) (1) A fee collected by the department under this article shall be initiated according to the following schedule, consistent with subdivision (a) of Section 1661:

(A) A request to collect the fee received by the department by October 1 shall be invoiced on vehicle registration billing notices mailed on or after January 1 of the following year for vehicles having a registration date of April 1 or later.

(B) A request to collect the fee received by the department by April 1 shall be invoiced on vehicle registration billing notices on or after July 1 for vehicles having a registration date of October 1 or later.

(2) The fee shall be included by the department in any fee statement or notice as part of its designation of county or district fees.

(c) After deducting necessary and reasonable costs incurred by the department pursuant to this section up to one-half cent ($0.005) for every registration transaction, including the department's initial costs incurred to impose and collect the fee in each county, the department shall remit the balance of the revenues received pursuant to this section to the Controller. Except as provided in subdivision (d), the Controller shall deposit those revenues in the Coastal Environment Motor Vehicle Mitigation Account, established pursuant to paragraph (1) of subdivision (a) of Section 31500 of the Public Resources Code. The department shall, upon remittance, notify the Controller, the State Coastal Conservancy, and any participating county of the total amount remitted from each participating county.

(d) Notwithstanding Section 13340 of the Government Code, of the money paid to the Controller there is continuously appropriated to the Controller pursuant to subdivision (b), without regard to fiscal years, the amount necessary to pay for the administrative costs of the Controller in administering this section.

(e) This section shall remain in effect only until January 1, 2020, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2020, deletes or extends that date.

SEC. 4. Section 9250.26 is added to the Vehicle Code, to read:

9250.26. (a) This section shall apply to a county whose board of supervisors is authorized adopt a fee for environmental remediation purposes pursuant to Section 9250.25 and whose

local transportation commission is authorized to adopt a fee for traffic congestion and environmental mitigation purposes pursuant to Section 9250.4.

(b) A county board of supervisors shall not adopt a fee pursuant to Section 9250.25, if the county's local transportation commission has adopted a fee pursuant to Section 9250.4.

(c) A county's local transportation commission shall not adopt a fee pursuant to Section 9250.4, if the county board of supervisors has adopted a fee pursuant to Section 9250.25.

(d) This shall remain in effect only until January 1, 2020, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2020, deletes or extends that date.

SEC. 5. Section 4 of this act shall become operative only if Assembly Bill 1623 is enacted and becomes effective on or before January 1, 2006.

O

AMENDED IN SENATE APRIL 12, 2005

AMENDED IN SENATE MARCH 29, 2005

SENATE BILL **No. 680**

Introduced by Senators Simitian, Alquist, and Figueroa
(Principal coauthors: Assembly Members Cohn, Coto, Laird, Lieber, Ruskin, Salinas, and Torrico)

February 22, 2005

An act to add Chapter 10 (commencing with Section 100700) to Part 12 of Division 10 of the Public Utilities Code, and to add Section 9250.6 to the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 680, as amended, Simitian. Congestion management and transportation improvements: Santa Clara Valley Transportation Authority.

Existing law creates the Santa Clara Valley Transportation Authority with various powers and duties relative to transportation planning, programming, and services. 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 the Santa Clara Valley Transportation Authority, by a 2/3 vote of its board, to impose an annual fee of up to $5 on each motor vehicle registered within Santa Clara County for a program for the management of traffic congestion and for specified street, road, expressway, highway, and transit purposes, commencing on July 1, 2006. The bill would require a program with performance measures and a budget before the fee may be imposed, and the program would also require a 2/3 vote of the board for adoption as

part of the resolution imposing the fee. The bill would require the authority to have an independent audit ~~performed~~ *conducted annually* on the program and to provide ~~its findings~~ *a specified report* to the Legislature. 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 authority. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the persons paying the fee, and would require the board of directors of the authority to make a specified finding of fact by a 2/3 vote. The fee would terminate on July 1, 2014.

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. Chapter 10 (commencing with Section 100700)
2 is added to Part 12 of Division 10 of the Public Utilities Code, to
3 read:
4
5 CHAPTER 10. CONGESTION MANAGEMENT FEE
6
7 100700. ~~(a)~~ The authority may impose a fee of not to exceed
8 five dollars ($5) on each motor vehicle registered within Santa
9 Clara County. The authority may impose the fee only if the board
10 of directors adopts a resolution, by a two-thirds vote, providing
11 both for the fee and a corresponding program for the
12 management of traffic congestion and the construction and
13 improvement of specific streets, roads, expressways, highways,
14 and transit improvements within the county, as set forth in this
15 chapter. This resolution shall include a finding of fact that the
16 projects and programs to be funded by the fee have a relationship
17 or benefit to the persons who will be paying the fee. Adoption of
18 the fee, the program, and the finding of fact relative to
19 relationship or benefit of the fee to the persons who will be
20 paying the fee shall all require a two-thirds vote of the board.
21 100701. A fee imposed by the authority pursuant to Section
22 100700 shall not become operative until July 1, 2006, and shall
23 terminate on July 1, 2014, unless reauthorized by the Legislature.

100702. (a) The fee revenue received by the authority pursuant to Section 9250.6 of the Vehicle Code shall be used for purposes of congestion management and construction and improvement of streets, roads, expressways, and highways within Santa Clara County, as specified in the county's congestion management program adopted pursuant to Section 65089 of the Government Code, and transit improvements parallel to congested highway corridors as specified in the Caltrain Joint Powers Board Rapid Rail Program. *The fee revenue shall not be used for litter control or pickup purposes.* The purpose of the congestion management program is to address the problem of motor vehicle congestion. Not more than 1 percent of the fee revenue received by the authority shall be used for administrative costs of the authority in administering this chapter. The costs incurred by the Department of Motor Vehicles in collecting the fee pursuant to Section 9250.6 of the Vehicle Code shall not be counted toward that administrative cost limitation.

(b) The fee revenue received by the authority shall be used to pay for projects or programs with a relationship or benefit to the persons that are paying the fee.

100703. Prior to the imposition of the fee pursuant to Section 100700, the board of directors shall adopt a specific program for expenditure of fee revenues, with performance measures and a budget. The program shall be adopted by the board of directors at a noticed public hearing.

100704. The authority shall arrange for an independent audit to be conducted *annually* on the specific program adopted pursuant to Section 100703, with the auditor's review and report to be provided *annually* to the board of directors at a noticed public hearing.

100705. The authority shall provide a report to the Legislature on the specific program adopted pursuant to Section 100703 by July 1, ~~2014~~ *2013. The report shall include, but not be limited to, an evaluation of the impact and performance of the congestion measures and improvements funded by the fee and the cost effectiveness of those congestion measures and improvements.*

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

9250.6. (a) The department shall, if requested by the Santa Clara Valley Transportation Authority, collect the fee imposed

1 pursuant to Section 100700 of the Public Utilities Code upon the
2 registration or renewal of registration of any motor vehicle
3 registered in the County of Santa Clara, except those vehicles
4 that are expressly exempted under this code from the payment of
5 registration fees.
6 (b) The authority shall pay for the initial setup and
7 programming costs identified by the Department of Motor
8 Vehicles through a direct contract with the department. Any
9 direct contract payment by the authority shall be repaid, with no
10 restriction on the use of funds, to the authority as part of the
11 initial revenues distributed pursuant to subdivision (c).
12 (c) After deducting all nonreimbursed costs incurred by the
13 department pursuant to this section, the department shall
14 distribute the revenues to the authority.

O

AMENDED IN SENATE AUGUST 30, 2005

AMENDED IN ASSEMBLY APRIL 14, 2005

AMENDED IN ASSEMBLY APRIL 7, 2005

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL No. 1208

Introduced by Assembly Member Yee

February 22, 2005

An act to add ~~Section 9250.20 to~~ *and repeal Section 9250.20 of* the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 1208, as amended, Yee. Vehicles: registration: local charge.

Existing law prohibits a local agency from imposing a fee for the privilege of using its streets, except as authorized in the Vehicle Code.

This bill would authorize the City and County of San Francisco Board of Supervisors by ordinance or resolution to impose, *on or before January 1, 2008,* a *fixed* fee *per vehicle,* in an amount to be established by the board, *not to exceed $5 per vehicle,* to be paid at the time of registration or renewal of registration of every vehicle registered to an address within the city and county, in addition to any other fees specified in the Vehicle Code and the Revenue and Taxation Code, except those vehicles expressly exempted from payment of registration fees. The fee would apply to an original registration occurring on or after the January 1 following the date of the adoption of the ordinance and to the renewal of registration with an expiration date on or after that January 1.

The bill would require the Department of Motor Vehicles to distribute the revenues derived from the fee to the city and county, after deducting all costs incurred pursuant to these provisions.

The bill would require the board of supervisors, through a direct contract with the department, to pay for the initial setup and programming costs *as* identified by the department.

The bill would require the county board of supervisors, on or before June 30, 2010, if the board adopts an implementing ordinance or resolution, to provide a specified report to the Legislature.

The bill would provide for the repeal of its provisions on January 1, 2011.

The bill would declare that, due to the unique circumstances pertaining to the City and County of San Francisco that the bill is intended to remedy, a general statute within the meaning of specified provisions of the California Constitution cannot be made applicable and a special statute is necessary.

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 9250.20 is added to the Vehicle Code,
2 to read:
3 9250.20. (a) For the purposes of this section, "county" means
4 the City and County of San Francisco.
5 (b) In addition to any other fees specified in this code and the
6 Revenue and Taxation Code, ~~a fee in an amount to be determined~~
7 ~~by the county board of supervisors~~ *fixed fee per vehicle in an*
8 *amount to be determined by the county board of supervisors, not*
9 *to exceed five dollars ($5) per vehicle,* shall be paid at the time of
10 registration or renewal of registration of every vehicle registered
11 to an address within the county, except those vehicles expressly
12 exempted from payment of registration fees, if, *on or before*
13 *January 1, 2008,* the county board of supervisors adopts an
14 ordinance or resolution setting the amount of and imposing the
15 additional fee.
16 (c) The fee imposed pursuant to this section shall apply to an
17 original registration occurring on or after the January 1 following
18 the date of the adoption of the ordinance and to the renewal of
19 registration with an expiration date on or after that January 1.

(d) After deducting all costs incurred pursuant to this section, the department shall distribute the revenues derived from the fee to the county.

(e) Money allocated to the county under this section shall be expended only to fund programs for the construction, improvement, operation, and maintenance of local streets and highways in the county.

(f) The county board of supervisors, through a direct contract with the department, shall pay for the initial setup and programming costs *associated with the department's implementation of this section as* identified by the department.

(g) If the county board of supervisors adopts an ordinance or resolution under subdivision (b), the board, on or before June 30, 2010, shall provide a report to the Legislature describing how the revenues derived from the additional fees were expended or programmed for local streets and highways.

(h) This section shall remain in effect until January 1, 2011, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2011, deletes or extends that date.

SEC. 2. Due to the unique circumstances facing the City and County of San Francisco relating to the construction, improvement, operation, and maintenance of its local streets and highways, the Legislature hereby finds and declares that a general statute cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution. Therefore, the special legislation contained within Section 1 of this act is necessarily applicable only to the City and County of San Francisco.

O

AMENDED IN SENATE SEPTEMBER 1, 2005

AMENDED IN SENATE JUNE 28, 2005

AMENDED IN SENATE JUNE 13, 2005

AMENDED IN ASSEMBLY MAY 2, 2005

AMENDED IN ASSEMBLY APRIL 12, 2005

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL No. 1623

Introduced by Assembly Member Klehs
(Principal coauthor: Assembly Member Nation)
(Coauthors: Assembly Members Evans, Hancock, Jones, and Torrico)
(Coauthor: Senator Figueroa)

February 22, 2005

An act to add Chapter 2.66 (commencing with Section 65089.20) to Division 1 of Title 7 of the Government Code, and to add Section 9250.4 to the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1623, as amended, Klehs. County transportation agencies: congestion management and environmental mitigation fee.

Existing law provides for the imposition by air districts and 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 the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation

Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to $5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of environmental impacts of motor vehicles within that county. The bill would require the agency to have an independent audit performed on the program and to provide its findings to the Legislature. The bill would require a program with performance measures and a budget before the fee may be imposed. 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. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency to make a specified finding of fact by a ⅔ vote. The authority to impose the fee would terminate 10 years and 6 months after the effective date of the bill.

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. Chapter 2.66 (commencing with Section
2 65089.20) is added to Division 1 of Title 7 of the Government
3 Code, to read:
4
5 CHAPTER 2.66. MANAGEMENT OF TRAFFIC CONGESTION AND
6 ENVIRONMENTAL MITIGATION OF TRANSPORTATION IN
7 ALAMEDA, CONTRA COSTA, MARIN, NAPA, AND SACRAMENTO
8 COUNTIES
9
10 65089.20. (a) As used in this chapter, "county transportation
11 agency" means the Alameda County Congestion Management
12 Agency, the Contra Costa Transportation Authority, the
13 Transportation Authority of Marin, the Napa County
14 Transportation Planning Agency, and the Sacramento
15 Transportation Authority.
16 (b) A county transportation agency may impose a fee of up to
17 five dollars ($5) on motor vehicles registered within the county if
18 the board of the county transportation agency adopts a resolution
19 providing for both the fee and a corresponding program for the

management of traffic congestion and the mitigation of the impacts of motor vehicles on the environment as set forth in Sections 65089.21 to 65089.24, inclusive. Adoption by the board requires a vote of approval by ~~board members representing two-thirds of the population of the county~~ *two-thirds of the board.*

(c) A fee imposed pursuant to this section shall not become operative until six months after the effective date of this section and pursuant to the resolution adopted by the board in subdivision (b).

(d) The authority to impose the fee shall terminate 10 years and six months after the effective date of this section.

(e) A county transportation agency may adopt a resolution by a majority vote of the board to cease collection of the fee commencing on a date determined by the county transportation agency in consultation with the Department of Motor Vehicles.

65089.21. (a) The fees distributed to the county transportation agency pursuant to Section 9250.4 of the Vehicle Code shall be used for purposes of congestion management consistent with the objectives of Section 65089, and for the purposes of the mitigation of the impacts of motor vehicles on the environment.

(b) (1) The fees collected may be used to pay for programs with a relationship or benefit to the owners of motor vehicles that are paying the fee.

(2) Prior to imposing the fee, the board of the county transportation agency shall make a finding of fact by two-thirds of the authorized vote of the board of that county transportation agency that those programs bear a relationship or benefit to the motor vehicles that will pay the fee.

(c) The purpose of the congestion management program is to address motor vehicle congestion.

(d) Only the environmental mitigation programs that directly address the negative impact motor vehicle usage has on the environment, including, but not limited to, air pollution, pollution of stormwater runoff caused by motor vehicles, or the infrastructure supporting motor vehicle travel, are eligible for funding.

(e) Not more than 5 percent of the fees distributed to the county transportation agency shall be used by the association for its administrative costs associated with the program.

65089.22. Prior to the imposition of the fee by the county transportation agency, a specific program with performance measures and a budget shall first be developed and adopted by the county transportation agency at a noticed public hearing.

65089.23. The county transportation agency shall have an independent audit performed on the specific program adopted pursuant to Section 65089.22 with the review and report provided to the board at a noticed public hearing.

65089.24. The county transportation agency shall provide a report to the Legislature on the specific program adopted pursuant to Section 65089.22 by July 1, 2011.

SEC. 2. Section 9250.4 is added to the Vehicle Code, to read:

9250.4. (a) The department shall, if requested by a county transportation agency, collect the fee imposed pursuant to Section 65089.20 of the Government Code upon the registration or renewal of registration of any motor vehicle registered in the county, except those vehicles that are expressly exempted under this code from the payment of registration fees.

(b) A county transportation agency shall pay for the initial setup and programming costs identified by the Department of Motor Vehicles through a direct contract with the department. Any direct contract payment by the county transportation agency shall be repaid, with no restriction on the funds, to the county transportation agency as part of the initial revenues distributed. Regular Department of Motor Vehicles collection costs shall be in accordance with subdivision (c). These costs shall not be counted against the 5-percent administration cost limit specified in subdivision (e) of Section 65089.21.

(c) After deducting all costs incurred pursuant to this section, the department shall distribute the revenues to the county transportation agency.

(d) As used in this section, "county transportation agency" means the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation

1 Authority of Marin, the Napa County Transportation Planning
2 Agency, and the Sacramento Transportation Authority.

O

STA
Solano Transportation Authority

DATE: March 24, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: Resolution for Allocation of FY 2005-06 TDA/STAF Funds

Background
Each year, STA member agencies provide contributions for STA operations from Transportation Development Act (TDA) funds. Concurrently, Solano County receives approximately $420,000 per fiscal year in STAF funds. Member agencies and STA staff submit candidate projects/programs for STAF funding for both the Northern Counties and the Regional Paratransit funds. TDA and STAF funds are used to support a percentage of the STA's core operations. These operations include administrative staff time and benefits dedicated to transit related activities, transit marketing services and supplies, transit studies, and paratransit expenditures.

Discussion:
On June 8, 2005, the STA Board approved the TDA matrix and the State Transit Assistance Funds allocations within Solano County for FY 2005-06. A total of $433,099 in TDA and $391,944 in STAF was identified for the STA's claim.

A TDA/STAF Claim must be completed by the STA and submitted to the Metropolitan Transportation Commission in order to access the funds. As part of the application process, a resolution from the STA Board must be submitted, authorizing the submittal of the TDA/STAF claim. Since the approval of the TDA/STAF allocation plans in June, additional amounts of STAF funds were made available to claim by STA. An additional $72,000 in Northern County STAF was identified for allocation for the commuter rail study ($10,000), safe routes to transit study ($12,000), transit consolidation study ($35,000), and RM2 marketing for the Baylink Ferry ($15,000). MTC also identified an additional $60,000 from the MTC Regional Coordination fund for the transit consolidation study. The revised STAF total to claim is $523,944. (The revised STAF amounts will be addressed under STA Board Agenda Item VIII.B.)

Recommendation:
Approve Resolution No. 2005-06 authorizing the filing of a claim with MTC for the allocation of TDA/STAF funds for FY 2005-06.

Attachment:
A. Resolution No. 2005-06

ATTACHMENT A

RESOLUTION NO. 2005-06

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT/STATE TRANSIT ASSISTANCE FUNDS FOR FY 2005-06

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of fiunds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 et seq., and

WHEREAS, the STAF makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support transit projects; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 2003-04 for the purposes of operation Solano Paratransit and planning and administrative services; and

WHEREAS, the Solano Transportation authroity is an eligible cliamant for TDA and STAF pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano County Counsel ___.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his disgnee is authorized to execute and file an appropriated TDA/STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA.STAF monies in Fiscal Year 2005-06.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the cliam; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

_____
Mary Ann Courville, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of September 2005.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

Attested:

_____
Johanna Masiclat, Acting Clerk of the Board

Solano Transportation Authority

DATE: September 1, 2005
TO: STA Board
FROM: Jennifer Tongson, Assistant Project Manager
RE: 2006 STIP Programming

Background:
The State Transportation Improvement Program (STIP) is a multi-year capital improvement program. STIP funding is split 25% to the Interregional Transportation Improvement Program (ITIP) with projects nominated by Caltrans, and 75% to the Regional Transportation Improvement Program (RTIP), decided by regional agencies. The STIP cycle is programmed every two years and covers a five-year period.

During the 2002 RTIP cycle, a total of $33.5 million in programming capacity was available for Solano County. Those funds were primarily distributed into 5 projects: 1) the I-80/680 Interchange ($10 M), 2) the Jepson Parkway ($10 M), 3) the Vallejo Intermodal Station ($5 M), 4) the Intermodal Rail Station Projects (for Fairfield/Vacaville, Dixon, and Benicia; $5 M), and 5) Local Road Rehabilitation Projects ($2 M). (The remaining $1.5 M went to STIP planning, programming, and monitoring funds (STIP-PPM), and STIP reserve.)

Two years later, the 2004 STIP was at a virtual standstill due to the state budget crisis and the diversion of transportation funds to the General Fund. The 2004 STIP fund estimate provided a "Zero-STIP" where no additional STIP funds were made available to counties beyond what was currently programmed in the 2002 STIP. The 2004 STIP became a reprogramming exercise, pushing the 2002 STIP projects to later years to cover the five-year 2004 STIP period (FY 2004-05 to 2008-09).

No significant allocations have occurred in the STIP since June 2003. However, with the restoration of Proposition 42 funding to transportation in FY 2005-06, the California Transportation Commission (CTC) has resumed allocations in the STIP program beginning in July 2005. The CTC has proposed an allocation plan that would fully allocate FY 2005-06 programming in the following areas: public transportation account eligible projects, transportation enhancement projects, planning, programming and monitoring activities, and local bridge rehabilitation projects. In addition, the allocation plan would also make $500 million available through September 2005, on a first come-first serve basis, for capacity increasing and operational improvements on highways and local roads.

Discussion:
The CTC is preparing for the 2006 STIP cycle, covering the period from FY 2006-07 to FY 2010-11. In August, the CTC postponed the approval of the 2006 Fund Estimate until the September 29th CTC meeting, which delays all CTC and MTC STIP deadlines accordingly. MTC is anticipating that the 2006 STIP will provide new funds in the outer years (FY 2009-10 and 2010-11), however, CTC is currently discussing the option of dedicating the new funds exclusively toward Public Transportation Account (PTA) eligible projects (i.e. transit projects).

In preparation for the 2006 STIP Fund Estimate, STA staff has been meeting with project sponsors to update the projects currently programmed in Solano County's RTIP. The primary purpose of the meetings is to review the status of the projects and update the STIP programming to the accurate years based on the project schedule. Attachments A and B show the current 2004 STIP and the proposed draft 2006 STIP.

As part of the 2002 STIP, approximately $2 million in Solano County RTIP funds were programmed to 8 Local Streets & Roads projects (LS&R), one for each city and one for the County of Solano. Those LS&R projects were pushed pushed to FY 2006-07 during the 2004 STIP reprogramming exercise. According to the CTC's current allocation plan, local streets and roads rehabilitation projects fall low on the priority list. The likelihood of receiving a STIP allocation for local road rehabilitation projects in the near future is very slim. In order to move the projects forward, STA staff is proposing to "swap" the STIP funds with funds from the upcoming SAFETEA Cycle 3 STP funds for local road rehabilitation. Solano County is expected to receive approximately $3.0 million in STP funds for LS&R from SAFETEA
Cycle 3. This is $1.6 million less than an earlier estimate received from MTC and reported to the STA TAC at their meeting of August 31, 2005. Staff is proposing to replace the $2 million in LS&R projects with $2 million of STP funds. Projects programmed with Federal STP funds will require a local match of 11.47%. The project sponsors will be able to program the freed-up STIP funds to other STIP projects in their jurisdiction. However, for cities that do not have other projects in the STIP (Dixon, Rio Vista, and Suisun City), one option proposed is to contribute the funds to the Jepson Parkway project, which benefits the county by providing locals with an alternative to driving I-80, with the option to reprogram to another STIP eligible project in the county in the future. STA staff has met with the TAC members of each city and the county to discuss the options for the LS&R funding plan.

After the 2006 Fund Estimate is approved in September, MTC will release the Bay Area's countywide distribution. A special TAC meeting may be called in early October depending on MTC's schedule for submitting projects. STA staff will continue to monitor the progress of the 2006 STIP and keep project sponsors updated of any changes.

At their August 31st meeting, the STA TAC reviewed and unanimously approved the proposed fund strategy to replace the $2 million in STIP funds for local streets and roads projects with $2 million in SAFETEA Cycle 3 for the same specified local streets and roads projects. As noted earlier, this was based on a higher estimate of local streets and roads funding being allocated to Solano County ($4.6 million verses $3.0 million).

Recommendation:
Approve the fund strategy to replace the $2 million in STIP funds for specified local streets and roads projects with $2 million in SAFETEA Cycle 3 funds for locally specified local streets and roads projects.

Attachments:

A. Current Solano County STIP Funding Program.
B. Updated Solano County STIP Funding Program.

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)

($1,000's)

Solano

STIP County Share																			
Total County Share, June 30, 2004 (from 2004 Report)						52,643													
Less Allocations, 2003-04 (from 2004 Report)						-75													
Less 2004-05 Allocations and Other Commitments						-3,697													
Less Projects Lapsed, July 1, 2004-June 30, 2005						0													
Total County Share, June 30, 2005 (includes TE)						48,871													
Projects Currently Programmed or Voted Since July 1, 2004																			
							Project Totals by Fiscal Year								Project Totals by Component				
Agency	Rte	PPNO	Project	Ext	Voted	Total	Prior	04-05	05-06	06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)(02S-124)			26	0	0	0	26	0	0	0	0	0	26	0	0	0	0
Vallejo	ferry	2260	Vallejo ferry terminal, parking (02S-76)			1,200	0	0	1,200	0	0	0	0	0	0	0	0	1,200	0	0
Vallejo	ferry	2261	Baylink ferry maintenance facility			425	0	0	425	0	0	0	0	0	0	425	0	0	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield (02S-80)			125	0	0	125	0	0	0	0	0	0	0	0	125	0	0
Benicia	rail	6045M	Intermodal transit station, Benicia			225	0	0	225	0	0	0	0	0	0	0	225	0	0	0
MTC		2152	Planning, programming, and monitoring			29	0	0	29	0	0	0	0	0	0	29	0	0	0	0
MTC/STA		2263	Planning, programming, and monitoring			38	0	0	38	0	0	0	0	0	0	38	0	0	0	0
MTC	res	5152A	TE reserve			1,629	0	0	1,629	0	0	0	0	0	0	1,629	0	0	0	0
	Prior Commitments (Not Part of 2006 STIP Target)					3,697	0	0	3,671	26	0	0	0	0	0	2,147	225	1,325	0	0
Caltrans	37	5201D	Napa Riv-Sonoma Bl, planting/#5201C			441	0	0	0	441	0	0	0	0	0	441	0	0	0	0
Vallejo	ferry	2260	Vallejo ferry terminal, parking (02S-76)			6,100	0	0	0	6,100	0	0	0	0	0	6,100	0	0	0	0
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)(02S-66)			3,610	0	0	0	3,610	0	0	0	0	0	3,610	0	0	0	0
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)(02S-66)(04S-44)			8,650	0	0	0	1,750	0	6,900	0	0	0	6,900	0	1,750	0	0
Solano TA	loc	5301	Jepson: Vanden Rd widen (County)			7,900	0	0	0	2,400	5,500	0	0	0	2,400	5,500	0	0	0	0
Solano TA	loc	5301	Jepson: Walters Rd ext (Fairfield)			3,300	0	0	0	0	0	3,300	0	0	0	3,300	0	0	0	0
Solano TA	loc	5301K	Loc rds north of Rt 80/680/12 (TCRP #25)(04S-44)			11,412	0	0	0	8,512	0	2,900	0	0	2,900	0	0	8,512	0	0
Benicia	loc	6045A	West "K" St, W 9th to Military W, overlay (S/O)			154	0	0	0	154	0	0	0	0	0	154	0	0	0	0
Dixon	loc	6045B	So Lincoln St, West A-Hillview, overlay (State only)			105	0	0	0	105	0	0	0	0	0	105	0	0	0	0
Fairfield	loc	6045C	Hillborn Rd, Waterman-Putah South canal, rehab (S/O)			364	0	0	0	364	0	0	0	0	0	364	0	0	0	0
Solano Co	loc	6045D	Daily Rd, Locke Rd, Sikes Rd, overlay (State only)			393	0	0	0	393	0	0	0	0	0	393	0	0	0	0
Suisun City	loc	6045E	Emperor Dr, Petersen Rd, rehab (State only)			140	0	0	0	140	0	0	0	0	0	140	0	0	0	0
Vacaville	loc	6045F	Nut Tree Rd, Ulatis-Orange, resurfacing (State only)			342	0	0	0	342	0	0	0	0	0	342	0	0	0	0
Vallejo	loc	6045G	Lemon St, Curtola Pkwy-Sonoma Bl, rehab (S/O)			428	0	0	0	428	0	0	0	0	0	428	0	0	0	0
Rio Vista	loc	6045H	Front St, Main-Gertrudes, overlay (State only)			74	0	0	0	74	0	0	0	0	0	74	0	0	0	0
MTC	mat	2170	CMAQ match reserve (98S-122)			178	0	0	0	178	0	0	0	0	0	178	0	0	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield (02S-80)			2,125	0	0	0	2,125	0	0	0	0	0	2,125	0	0	0	0
CapCorrJPA	rail	6045L	Bahia viaduct track & bridge upgrade (RTIP)			1,000	0	0	0	1,000	0	0	0	0	0	1,000	0	0	0	0
Benicia	rail	6045M	Intermodal transit station, Benicia			1,100	0	0	0	1,100	0	0	0	0	0	0	0	1,100	0	0
MTC		2152	Planning, programming, and monitoring			58	0	0	0	29	29	0	0	0	0	58	0	0	0	0
MTC/STA		2263	Planning, programming, and monitoring			138	0	0	0	39	39	60	0	0	0	138	0	0	0	0
	Total Non-TE Subject to Reprogramming in 2006 STIP					48,012	0	0	0	29,284	5,568	13,160	0	0	5,300	31,350	0	11,362	0	0
MTC	res	5152A	TE reserve			1,769	0	0	0	462	706	601	0	0	0	1,769	0	0	0	0
	Total TE Subject to Reprogramming in 2006 STIP					1,769	0	0	0	462	706	601	0	0	0	1,769	0	0	0	0
Balance of 2002 STIP County Share, Solano																				
	Total County Share, Current (after deducting prior allocations and commitments)					48,871														
	Total Programmed, Subject to Reprogramming in 2006 STIP (Non-TE + TE)					49,781														
	Unprogrammed Share Balance					0														
	Share Balance Advanced or Overdrawn					910														

UPDATED 2006 STIIP COUNTY SHARES
(RTIP Only)
($1,000s)

As of 09/01/2005

Agency	Rte	PPNO	Project	Total	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	R/W	CON	E&P	PS&E	Notes
MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)	26		26									
Vallejo	ferry	2260	Vallejo Ferry Terminal, Parking	1200	1200							26			Alloc: 06-07
Vallejo	ferry	2261	Baylink Ferry Maint. Facility	425	425									1200	Alloc: April 2006
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	125	125							425			Alloc: Jan 2006
Benicia	rail	6045M	Intermodal transit station, Benicia	225	225									125	Alloc: Jan 2006
MTC		2152	PPM	29	29								225		Lapse to 2008 STIP
MTC/STA		2263	PPM	38	38							29			
MTC	res	5152A	TE Reserve	1629	1629							38			Alloc rec'd: June 2005
	Prior Commitments (Not Part of 2006 STIP Target)			3697	3671	26						1629			Must alloc. by Apr 2006
												2147	225	1325	
Caltrans	37	5201D	Napa River-Sonoma Bl, planting	441		441						441			
Vallejo	ferry	2260	Vallejo ferry terminal, parking	6528				6528				6528			$6100+$428(Vjo Is&r)
STA	loc	5301	Jepson Parkway (I-80 reliever)	12260				12260				12260			combined Jepson (general pot)
STA	loc	5301	Jepson Parkway (I-80 reliever)	661				661				661			Is&r: VV(342)+DX(105)+RV(74)+SC(140)
STA	loc	5301	Jepson: Vanden Rd widen (Sol. Co)	8293			2400	5893			2400	5893			$2400+$5500+$393(SolCo Is&r)
STA	loc	5301	Jepson: Walters Rd. ext (Fairfield)	3300				3300				3300			confirmed by FF
STA	loc	5301K	I-80/680 Interchange	11412		11412						11412			to match RM2 IPR
Benicia	loc	6045A	West K Street, W 9th to Military W overl	0		~~154~~						~~154~~			to Ben Interm. 10-11
Dixon	loc	6045B	So. Lincoln St. West A-Hillview, overlay	0		~~105~~						~~105~~			to Jepson 08-09
Fairfield	loc	6045C	Hillborn Rd. Waterman-Putah S. Canal,	0		~~364~~						~~364~~			to FF/VV Train Station 07-08
Solano Co.	loc	6045D	Dally Rd., Locke Rd. Sikes Rd., overlay	0		~~393~~						~~393~~			to Jepson Vanden 08-09
Suisun City	loc	6045E	Emperor Dr., Petersen Rd, rehab	0		~~140~~						~~140~~			to Jepson 08-09
Vacaville	loc	6045F	Nut Tree Rd, Ulatis-Orange, resurfacing	0		~~342~~						~~342~~			to Jepson 08-09
Vallejo	loc	6045G	Lemon St., Curtola Pkwy-Sonoma Bl., re	0		~~428~~						~~428~~			to Vjo Station 08-09
Rio Vista	loc	6045H	Front St., Main-Gertrudes, overlay	0		~~74~~						~~74~~			to Jepson 08-09
MTC	mat	2170	CMAQ match reserve	0		~~178~~						~~178~~			reprog. to STA PPM
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	2489			2489					2489			$2125+364(FF Is&r)
CapCorrJPA	rail	6045L	Bahia Viaduct Track & Bridge Upgrade	1000			1000					1000			confirmed by CC
Benicia	rail	6045M	Intermodal transit station, Benicia	1254						1254				1254	$1100+154(Ben Is&r)
MTC		21522	PPM	58		29	29					58			
MTC/STA		2263	PPM	316		217	39	60				316			includes $178 from CMAQ Match
	Total Non-TE Subject to Reprogramming in 2006 STIP			48012	0	12099	5957	28702	0	1254	2400	44358	0	1254	
MTC	res	5152A	TE Reserve	1769		462	706	601				1769			
	Total TE Subject to Reprogramming in 2006 STIP			1769	0	462	706	601	0	0	0	1769	0	0	

ATTACHMENT B

DATE: September 2, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Amendment of State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07

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

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

Each year member agencies, through their Intercity Transit Consortium member, and STA staff submit candidate projects/programs for STAF funding for both the Northern Counties and the Regional Paratransit and the final list is approved by the STA Board. In June 2005, the STA Board approved the attached FY 2005-06 list of projects and a preliminary list for FY 2006-07 (Attachments A and B). MTC refers to these lists to ensure there is consistency with STAF claims submitted by various Solano transit operators.

Discussion:
Subsequent to the approval for the STAF project lists, additional requests have been received for FY 2005-06. These are:

- $60,000 by the City of Fairfield for a consultant to study the location and various other aspects of the Fairfield's Central Transit Station (see letter, Attachment C);
- $12,000 by STA to amend the Safe Routes to School/Transit study contract;
- $10,000 by STA for an amendment to the existing consultant contract to incorporate modeling needs for the Auburn to Oakland Commuter Rail Study.

The City of Fairfield's request is to move forward their original request for $60,000 of funding in FY 2006-07 by one year. There is capacity in the FY 2005-06 STAF balance to accommodate the City of Fairfield and the STA request. This will reduce the carryover into FY 2006-07. The STAF funding requests in FY 2006-07 will be reduced by $60,000 as well.

The STA request for $12,000 to amend the Safe Routes to School/Transit study is to incorporate a request by the TAC. The TAC requested that analysis of safe routes to major transit hubs be added to the scope of work and this funding is to cover the cost of this additional work. Additional modeling work needs to be completed by the modeling consultant contracted for the Auburn to Oakland Commuter Rail study. All the Study partners have been requested to contribute $10,000 toward this work.

One proposed change is descriptive and non-financial. Currently, the FY 2005-06 Regional Paratransit STAF projects includes a $34,000 project for Solano Paratransit Vehicles Capital Replacement. Solano Paratransit vehicles are proposed to be given an enhanced identity through vehicle wraps that have been presented to the STA Board recently. It is proposed that in lieu of reserving funds for additional vehicles that the FY 2005-06 allocation be used to fund the Solano Paratransit vehicle wraps. Based on staff's review and assessment, there is adequate STAF funds programmed in FY 2004-05 and FY 2006-07 to provide the matching funds necessary for purchase and replacement of Solano Paratransit vehicles. This project is proposed to be renamed Paratransit Vehicle Enhancements (Solano Paratransit).

STAF funds are to be claimed and spent in the year they are claimed. Several FY2004-05 allocations were either not claimed or fully spent. As these are active projects, these have been moved forward to FY2005-06 and are shown on the proposed revised FY2005-06 project list (Attachment D). The proposed revised preliminary project list for FY 2006-07 is shown on Attachment E.

Fiscal Impact:
The attached proposed amendments to the STAF funding for FY 2005-06 and preliminary FY 2006-07 that impact STA will be reflected in the mid-year update for the proposed FY 2005-06 and FY 2006-07 Solano Transportation Authority budgets.

Recommendation:
Approve the amended FY 2005-06 STAF project list on Attachment D and the preliminary FY 2006-07 STAF project list on Attachment E.

Attachments:

A. Approved STAF Program Allocation for FY 2005-06
B. Approved Preliminary FY 2006-07 STA project list
C. City of Fairfield letter
D. Proposed Amended STAF Program Allocation for FY 2005-06
E. Proposed Amended STAF Preliminary FY 2006-07 STA project list

Final[1]

State Transit Assistance Funds Program Allocation for FY2005-06

Northern Counties STAF

Revenue Estimates	FY05-06
Projected FY 2004-05 Carryover[2]	$134,965
FY 2005-06 STAF Estimate (MTC, 2/05)[3]	$560,939
Total.....	...$695,904

Projects/Programs	
Intercity Transit Operations Assistance (VT, Rt. 85)	$175,000
Intercity Transit Operations Assistance (FST, Rt. 30)	$ 35,000
Transit Planning & Studies (STA)	$105,000
SolanoLinks Marketing (STA)	$ 98,000
Transit Consolidation Study (STA)	$ 40,000
Dixon Medical Shuttle[4] (Dixon)	$ 10,000
Dixon Area Low Income Subsidized Taxi Program[5] (Dixon)	$ 10,000
Lifeline Program Administration (STA)	$ 15,000
Lifeline Projects Match	$ 27,000
Expenditure Plan (STA)	$ 28,000
ITS Transit Equipment (FST)	$ 45,000
TOTAL.....	..$588,000
Balance	$107,904

Regional Paratransit

Revenue Estimates	FY05/06
Projected FY 2004-05 Carryover	$ 17,947
FY2005-06 STAF Estimate	$175,997
Total.....	..$193,944

Projects/Programs	
Vallejo Paratransit Operations (VT)	$ 88,000
Paratransit Vehicles Capital Replacement Fund (Solano Paratransit)	$ 34,000
Paratransit Coordination, PCC (STA)	$ 36,944
Solano Paratransit Assessment Study (STA)	$ 35,000
TOTAL	$193,944
Balance	$ 0

[1] Approved by STA Board 06/05

[2] Includes $120,000 returned to STA in FY04-05 for unused funds previously allocated to transit studies in Vallejo and Fairfield

[3] State Transit Assistance Population Based Funds Estimate from MTC Resolution 3686 02/23/05

[4] Approved by STA Board 01/05; Yr 2 of 3-yr funding

[5] 2nd year of match for MTC LIFT 3-yr project grant

Preliminary Draft

State Transit Assistance Funds Program Allocation for FY2006-07

Northern Counties STAF

Revenue Estimates	FY06-07
Projected FY 2005-06 Carryover	$107,904
FY 2006-07 STAF Estimate[1]	$560,939
Total.....	$668,843

Projects/Programs	
Transit Planning & Studies (STA)	$110,000
SolanoLinks Marketing (STA)	$ 98,000
Dixon Medical Shuttle[2] (Dixon)	$ 10,000
Dixon Area Low Income Subsidized Taxi Program[3] (Dixon)	$ 10,000
Lifeline Program Administration (STA)	$ 15,000
Lifeline Project Match	$ 27,000
Expenditure Plan[4] (STA)	$ 30,000
Fairfield Local Transit Study (FST)	$ 60,000
Intercity Transit Operations Assistance[5](VT & FST)	$150,000
Transit Consolidation Implementation Study (STA)	$ 35,000
TOTAL.....	..$ 545,000
Balance	$ 123,843

Regional Paratransit

Revenue Estimates	FY06-07
Projected FY 2005-06 Carryover[1]	$ 0
FY2006-07 STAF Estimate	$175,997
Total.....	.$175,997

Projects/Programs	
Vallejo Paratransit Operations (VT)	$ 88,000
Paratransit Vehicles Capital Replacement Fund (Solano Paratransit)	$ 34,000
Paratransit Coordination, PCC (STA)	$ 40,000
Benicia 5310 Vehicle Match (Benicia)	$ 13,997
TOTAL	$175,997
Balance	$ 0

[1] Assumes STAF revenues constant at FY2005-06 estimated level
[2] Yr. 3 of 3 yr funding
[3] 3rd yr of match for MTC LIFT 3-yr project grant
[4] If needed
[5] Rt. 30 2nd yr; Rt. 85 3rd yr; Rt. 70 1st yr

ATTACHMENT C

CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.428.7635
FAX 707.426.3298

AUG 15 2005

Home of
Travis Air Force Base

COUNCIL
Mayor
Karin MacMillan
707.428.7395
Vice-Mayor
Harry T. Price
707.429.6298
Councilmembers
707.429.6298
Jack Batson
John English
Marilyn Farley
• • •
City Manager
Kevin O'Rourke
707.428.7400
• • •
City Attorney
Greg Stepanicich
707.428.7419
• • •
City Clerk
Arletta K. 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

Department of Public Works

August 2, 2005

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

RE: Advance of STAF Funds from FY 2006-2007 to FY 2005-2006

Dear Mr. Halls:

The City of Fairfield respectfully requests an advance of sixty thousand dollars ($60,000) in STAF funds programmed in FY 2006-2007 to be available in FY 2005-2006. These funds will be used to hire a consultant to study the location of Fairfield's Central Transfer Station (CTC) project, revise existing Fairfield/Suisun Transit (FST) routing, and to develop future FST routing scenarios based on the recommended location and General Plan land use and density. The proposed plan would also generate a cost/benefit analysis for the CTC project.

The City of Fairfield intends to combine these funds with monies received from MTC to complete a Short Range Transit Plan update. By combining the funds, the City hopes to realize a cost savings by issuing a single RFP.

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

Sincerely,

George K. Fink
Transit Manager

cc: Mike Duncan, Asst. Public Works Director – Transportation
Elizabeth Richards, Program Director

Proposed Revised
State Transit Assistance Funds Program
Allocation for FY2005-06

Northern Counties STAF

Revenue Estimates	FY05-06	FY04-05[1]
Projected FY 2004-05 Carryover[2]	$134,965	$80,000
FY 2005-06 STAF Estimate (MTC, 2/05)[3]	$560,939	
Total.....	$695,904	

Projects/Program		
New:		
ntercity Transit Operations Assistance (VT, Rt. 85)	$175,000	
Intercity Transit Operations Assistance (FST, Rt. 30)	$ 35,000	
Transit Planning & Studies	$105,000	
SolanoLinks Marketing	$ 98,000	
Transit Consolidation Study	$ 40,000	
Dixon Low Income Medical Shuttle[4]	$ 10,000	
Dixon Area Low Income Subsidized Taxi Program[5]	$ 10,000	
Lifeline Program Administration	$ 15,000	
Lifeline Project Match	$ 27,000	
Expenditure Plan	$ 28,000	
ITS Transit Equipment	$ 45,000	
Fairfield Local Transit Study	**$ 60,000**	
Modelling for Commuter Rail Study	**$ 10,000**	
Safe Routes to Transit Study	**$ 12,000**	
FY04-05 Reallocations:		
Dixon Low Income Subsidized Taxi Program		$ 0
Dixon Low Income Medical Shuttle		$ 8,000
Transit Consolidation		$ 35,000
STA RM2 Marketing/Baylink Ferry		$ 15,000
TOTAL.....	$670,000	$ 58,000
Balance	$ 25,904	$22,000

Regional Paratransit

Revenue Estimates	FY05/06
Projected FY 2004-05 Carryover	$ 17,947
FY2005-06 STAF Estimate	$175,997
Total.....	$193,944

Projects/Programs	
Vallejo Paratransit Operations	$ 88,000
Paratransit Vehicles Enhancement (Solano Paratransit)	$ 34,000
Paratransit Coordination, PCC	$ 36,944
Solano Paratransit Assessment Study	$ 35,000
TOTAL	$193,944
Balance	$ 0

[1] Approved in FY2004-05 (unclaimed and/or unspent), reallocated to FY2005-06
[2] Includes $120,000 returned to STA in FY04-05 for unused funds previously allocated to transit studies in Vallejo and Fairfield
[3] State Transit Assistance Population Based Funds Estimate from MTC Resolution 3686 02/23/05
[4] Approved by STA Board 01/05; Yr 2 of 3-yr funding
[5] 2nd year of match for MTC LIFT 3-yr project grant

Preliminary

State Transit Assistance Funds Program
Allocation for FY2006-07

Northern Counties STAF

Revenue Estimates	FY06-07
Projected FY 2005-06 Carryover	**$ 47,904**
FY 2006-07 STAF Estimate[1]	$560,939
Total	$608,843

Projects/Programs	
Transit Planning & Studies	$110,000
SolanoLinks Marketing	$ 98,000
Dixon Medical Shuttle[2]	$ 10,000
Dixon Area Low Income Subsidized Taxi Program[3]	$ 10,000
Lifeline Program Administration	$ 15,000
Lifeline Project Match	$ 27,000
Expenditure Plan[4]	$ 30,000
Intercity Transit Operations Assistance[5]	$150,000
Transit Consolidation Implementation Study	$ 35,000
TOTAL	**$ 485,000**
Balance	**$ 123,843**

Regional Paratransit

Revenue Estimates	FY06-07
Projected FY 2005-06 Carryover[1]	$ 0
FY2006-07 STAF Estimate	$175,997
Total	$175,997

Projects/Programs	
Vallejo Paratransit Operations	$ 88,000
Paratransit Vehicles Capital Replacement Fund	$ 34,000
Paratransit Coordination, PCC	$ 40,000
Benicia 5310 Vehicle Match	$ 13,997
TOTAL	$175,997
Balance	$ 0

[1] Assumes STAF revenues constant at FY2005-06 estimated level
[2] Yr. 3 of 3 yr funding
[3] 3rd yr of match for MTC LIFT 3-yr project grant
[4] If needed
[5] Rt. 30 2nd yr; Rt. 85 3rd yr; Rt. 70 1st yr

STA
Solano Transportation Authority

DATE: September 2, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
Dale Dennis, PDMG
RE: I-80/I-680 Interchange and North Connector Project Update

Background:
STA staff has been working with project consultants, Caltrans and 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, two environmental documents are concurrently being prepared, one for the Balance of the Interchange Complex (I-80/I-680/SR 12 Interchange PA/ED) and one for the North Connector Project.

1) I-80/I-680/SR 12 Interchange. The joint venture of MTCo/Nolte was selected for the I-80/680/12 Interchange PA/ED and environmental studies are underway. The Cordelia Truck Scales Relocation Study has been completed and the STA Board of Directors recommended to Caltrans that new truck scales be constructed within the I-80/I-680/SR 12 Interchange with a design that includes shorter entrance and exit ramps. The scope of the environmental document for the I-80/I-680/SR 12 Interchange PA/ED was revised in fall/winter 2004 to include the High Occupancy Vehicle (HOV) lanes from SR 12 West to Air Base Parkway. The project has been delayed due to difficulties in completing the development of the new Solano-Napa Travel Demand Model. The Draft EIS/EIR is expected to be completed in late 2007 with the Final EIS/EIR by mid 2008.

2) North Connector. Korve Engineering was selected for the PA/ED phase for the North Connector. Comments on the Administrative Draft of the Environmental Document have been received from Caltrans and revisions are underway. The Draft Environmental Assessment (EA)/Environmental Impact Report (EIR) is scheduled for release in late 2005 with the final EA/EIR anticipated in late Spring 2006.

The status and proposed plan for moving forward with the improvements is discussed in the next section.

Discussion:

1) I-80/I-680/SR 12 Interchange. Over the past few months, STA staff has been working with the consultants and Caltrans to evaluate ways to expedite improvements associated with the I-80/I-680/SR 12 Interchange. As mentioned above, the HOV lanes from SR 12 West to Air Base Parkway were incorporated into the scope of the I-80/I-680/SR 12 Interchange environmental document late last year. Based on recent strategic discussions and consistent with the I-80/I-680/I-780 Corridor Study, STA staff has developed a plan to move the HOV Lanes from SR 12 West to Air Base Parkway forward as a separate project. Based on early discussions with Caltrans and FHWA, this approach appears very promising. The HOV lanes would be constructed within the existing median and would not require additional

right-of-way and environmental impacts appear to be minor. Presented below is a Preliminary Schedule for advancing the HOV Lanes (SR 12 West to Air Base Parkway) based on local agency implementation and moving forward with detailed preliminary design for the project. STA would be the lead agency for this project.

I/80 HOV Lanes (SR 12 West to Air Base Parkway) Preliminary Schedule		
	Planned	
Phase-Milestone	Start Date	Completion Date
Environmental Document	11/05	02/07
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	11/05	02/07
Final Design - Plans, Specs. & Estimates (PS&E)	03/07	02/08
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (subject to available funding)	06/08	09/10

2) North Connector. Over the past two months, STA staff has also been working with the consultants, Fairfield staff and County staff to evaluate ways to expedite improvements associated with the North Connector project. Based on recent strategic discussions and consistent with the I-80/I-680/I-780 Corridor Study, the preliminary plan includes a joint effort whereby the City of Fairfield would be the lead agency for implementing the Central Section of the North Connector (within the City of Fairfield) and the STA would be the lead agency for implementing the East Segment of the North Connector. STA, Fairfield and County staff are continuing to work on the financial plan for the project. Presented below is a Preliminary Schedule for advancing the East Segment of the North Connector (the portion for which STA would be the lead agency).

North Connector Preliminary Schedule		
	Planned	
Phase-Milestone	Start Date	Completion Date
Environmental Document	10/02	05/06
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	10/02	05/06
Final Design - Plans, Specs. & Estimates (PS&E)	06/06	12/06
Right-of-Way Activities /Acquisition (R/W)	06/06	03/07
Construction (subject to available funding)	06/07	12/08

Recommendation:

Approve the following:

1. The strategy and preliminary schedules for advancing the implementation of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector project; and
2. Authorize the Executive Director to implement the strategy for expediting delivery of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector project.

DATE: September 6, 2005
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: MTC's SAFETEA Third Cycle STP/CMAQ Funding Policies

Background:
The Metropolitan Transportation Commission (MTC), as the federally designated metropolitan planning organization (MPO) for the nine County Bay Areas, is responsible for allocating and programming federal cycle Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. MTC is preparing to develop its Third Cycle policies for the programming of STP/CMAQ funds for FY 2007-08 and FY 2008-09 that will program the remaining two years of the recently passed bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU). MTC has previously programmed the first four years with the First and Second Cycle of programming.

At the Partnership Board meeting of August 1, 2005, MTC staff identified an estimated $300 to $400 million in additional programming capacity remaining in STP/CMAQ funds for the Third Cycle, plus an additional $50 million in unprogrammed Second Cycle funds that is also available to be programmed in the Third Cycle. When MTC's staff report was drafted, the SAFETEA LU Reauthorization bill had not yet been approved by the joint House-Senate Conference Committee or signed by the President. At that time, MTC staff was proposing to only program $300 million of the estimated $450 million in Third Cycle estimated to be available and then follow up with an augmentation round of programming once the Reauthorization Bill was signed. With the passage of SAFETEA-LU, there will be more certainty regarding the remaining funds to be available through FY 2008-09. At the Partnership Board meeting, the item was discussed, but no action was taken and the item was deferred until the next meeting of the Partnership Board.

Based on the staff report provided by MTC, the following policy issues and priorities are being proposed for the allocation of the Third Cycle funds:

1. **Clean Air - $18 million ***
- Continue the annual $1 million contribution to the BAAQMD for the Spare the Air program
- Continue augmentation to SNCI program at $150,000 per year
- Expand the Spare the Air – Free Transit Commute Campaign by $5 million per year

* This issue includes further discussion between MTC and STA regarding the future allocation of Eastern Solano CMAQ funds.

2. **Regional Operations - $44 million**

- Maintain funding commitment for MTC's Regional Operations (programs such as TransLink, 511 Travinfo, Regional Rideshare, TETAP, PTAP, Arterial Signal Re-timing, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and Performance Monitoring.

3. **CMA Planning Activities - $10 million ***

- Maintain funding commitment for CMA at current 3% - $240,000 minimum threshold (for North Bay Counties)

* CMAs have requested additional funds to accommodate increased workload associated with transfer of Lifeline program.

* North Bay CMAs have requested an increase in the $240,000 minimum threshold to cover costs associated with planning, programming and monitoring activities required by MTC.

4a. **Local Streets and Roads Shortfall - $57 million**

- Based on the recommendation of the Local Streets and Roads Committee and the concurrence of the Partnership Board, the hybrid formula applied for the Second Cycle Augmentation will be used for the Third Cycle allocation.

4b. **Transit Capital Shortfall - $55 million**

5. **TLC/HIP - $79 million**

- Maintain annual $27 million in STP, CMAQ and TE funds, plus $18 million in deferred funds for this program.
- Program additional $7 million to fully fund MTC's Station Area Planning program.

6. **Regional Bike/Pedestrian Program - $24 million**

- Continue commitment of $24 million for Regional Bike/Pedestrian Program in Third Cycle.

7. **Lifeline**

- Provide additional $4 million for Lifeline in Third Cycle.

Discussion:

At the Partnership Board meeting, several CMA directors expressed support for dedicating the estimated remaining $100 to $150 million in Third Cycle funds to increasing the funding for three specific purposes: Local Streets and Roads Shortfall, Transit Capital Shortfall, and CMA Planning Activities. Both Local Streets and Roads and Transit Capital were identified by MTC in the T-2030 (Regional Transportation Plan) has having significant funding shortfalls. In addition, the North Bay CMAs have requested MTC consider increasing the base level of congestion management planning funds to offset the cost for the increased amount of regional planning activities the CMAs perform at the request of MTC. The Partnership Board is scheduled to consider this item again in the upcoming months prior to approval by MTC.

MTC's Third Cycle Funding Proposal Summary (in millions)

Funding Category		Current MTC Commit. Reso. 3615	Proposed Increase	Proposed 3rd Cycle Commitment
1.	Clean Air	$ 4	$18	$22
2.	Regional Operations	$44	-	$44
3.	CMA Planning Activities	$10	-	$10
4a.	Local Streets and Roads	$57	-	$57
4b.	Transit Capital	$55	-	$57
5.	TLC/HIP	$72	$7	$79
6.	Regional Bike/Ped.	$24	-	$24
7.	Lifeline	-	$4	$4
Total Proposed Commitments		$266	$29	$295
Estimated unallocated Third Cycle Funds				$150

On August 31, 2005, ST staff recommended the Consortium and the TAC consider supporting staff recommendation to recommend MTC dedicate any remaining Third Cycle STP/CMAQ funds to increasing the funding levels proposed by MTC staff for Local Streets and Roads Shortfall, Transit Capital Shortfall, and to provide an increased level of funding to the CMAs to offset the costs associated with the planning, programming, and monitoring activities required by MTC. Both the Consortium and the TAC unanimously supported this recommendation and recommended it be forwarded to the STA Board.

Draft Proposed Allocation of Additional Third Cycle Funds Presented to the TAC/Consortium Prior to Receiving Update Apportionment Estimates (in millions)

Funding Category		MTC's Proposed 3rd Cycle Commitment	CMAs Proposed Increase	Revised 3rd Cycle Commitment
1.	Clean Air	$22	-	$22
2.	Regional Operations	$44	-	$44
3.	CMA Planning Activities	$10	$10	$20
4a.	Local Streets and Roads	$57	$70	$127
4b.	Transit Capital Shortfall	$55	$70	$125
5.	TLC/HIP	$79	-	$79
6.	Regional Bike/Pedestrian	$24	-	$24
7.	Lifeline	$4	-	$4
Total Proposed Commitments		$295	$150	$445

On September 2, 2005, the Bay Area Congestion Management Agencies (CMAs) met and discussed this item with MTC staff. At the meeting, MTC staff notified the CMAs that based on recent Third Cycle STP/CMAQ Apportionment estimates for the Bay Area, it appears that only an estimated $290 to $300 million will be available for programming

and, thus, there will not be a supplemental programming of additional STP/CMAQ funds beyond the original $295 million in Third Cycle STP/CMAQ programming recommended by MTC staff. At the CMA meeting, the CMA directors unanimously concurred with the recommendation offered by the STA staff to dedicate an increased Third Cycle STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement and increasing the base CMP planning funds for the four North Bay Counties. In response to the lower than anticipated level of Third Cycle STP/CMAQ funding for the Bay Area, the CMA directors recommended that $20 million of the $29 million in proposed increase program funding proposed by MTC staff be dedicated to Local Streets and Roads ($10 million) and Transit Capital Replacement ($10 million). The remaining $9 million was recommended to be dedicated to increasing the base level of CMP planning funds for the four North Bay Counties and to providing some level of funding for the Clean Air /Spare the Air Program, once the program's effectiveness can be evaluated.

CMA Recommended Allocation of Third Cycle Funds (in millions)

Funding Category		Current MTC Commit. Reso. 3615	CMAs Proposed Increase	Revised 3rd Cycle Commitment
1.	Clear Air	$4	$5	$9
2.	Regional Operations	$44	-	$44
3.	CMA Planning Activities	$10	$4	$14
4a.	Local Streets and Roads	$57	$10	$67
4b.	Transit Capital Shortfall	$55	$10	$55
5.	TLC/HIP	$72	-	$72
6.	Regional Bike/Ped.	$24	-	$24
7.	Lifeline	-	-	-
Total Proposed Commitments		$266	$29	$285

Another remaining issue affecting only Solano County is the Third Cycle allocation of Eastern Solano CMAQ funds. These funds are apportioned separately from the rest of the Bay Area and are apportioned based on the different (higher) air quality factor due to the difference in air quality between the Bay Area and Yolo/Solano air basins. STA staff is currently working with MTC staff to determine the allocation of this funding for the remaining two years covered by the Third Cycle of SAFETEA-LU. MTC would like to see a higher level of funding dedicated to covering some of MTC's regional programs and STA would like to see a higher level of funding apportioned back to Solano County to be allocated by STA to the three cities and County of Solano for CMAQ eligible projects and programs.

Recommendation:

Support requesting MTC dedicate additional Third Cycle TEA 21 STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities for Solano County and other North Bay counties.

STA
Solano Transportation Authority

DATE: September 1, 2005
TO: STA Board
FROM: Daryl Halls, Executive Director
Jennifer Tongson, Assistant Project Manager
RE: Project Study Report Overview

Background:
A Project Study Report (PSR) is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for 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. Regardless of who will prepare the PSR, a meeting with Caltrans and the appropriate local entity (or entities) should be held.

In an effort to accelerate project delivery for major highway projects in Solano County, the STA Board has authorized the STA to pursue and sponsor completing PSRs for priority projects in Solano County. At the February 17, 2005 STA Board retreat, the STA staff presented a list of potential PSR candidate projects from the I-80/I-680/I-780 Major Investment & Corridor Study and the SR 12 Major Investment Study. (Other projects may be identified in the future SR 113 and SR 29 Major Investment Studies or other major studies conducted in Solano County.)

The STA Board requested staff develop criteria that may be used for prioritizing candidate projects for Project Study Reports. Based on the discussions of the Arterials, Highways and Freeways Committee and the TAC, STA Board approved the following order of importance for PSR candidate criteria at their April 13, 2005 meeting:

- Project included in the STA's adopted Comprehensive Transportation Plan (CTP 2030)
- Traffic Safety

- Traffic Operations
- Deliverability and Funding of Project
- Economic Development/Impact
- Efficiency of Project (Benefit/Cost analysis)
- Socioeconomic Impact

The justification for the order of criteria is as follows:

- The CTP is the adopted "roadmap" for transportation in Solano County; therefore, projects must meet the Goals and Objectives of the CTP to be a viable project.
- Traffic Safety and Traffic Operations improvements are the basis for current and future capacity increasing projects.
- PSR's have a short "shelf-life" and should be completed for projects that are deliverable to construction within a few years.
- Transportation projects that provide a positive economic impact help ensure a continued emphasis on economic vitality, one cornerstone of the STA mission statement.
- Project efficiency and socioeconomic impact are both important criteria, but will generally be addressed with the application of the other criteria.

Discussion:
Based on the order of criteria, STA staff is taking the next steps to develop a prioritized PSR funding plan. STA and Caltrans are coordinating efforts to group and prioritize PSRs into three categories:

1. PSR development by STA for the STIP program;
2. PSR development by Caltrans for the SHOPP program;
3. PSR development by local agencies for locally funded projects with request for Caltrans oversight.

STA staff met with staff from all of the cities, the County and Caltrans in August and early September to discuss the status of projects on the highway system. Most of the agencies have a sequence of projects that are expected to generate highway improvements. However, there are a number of local interchange improvements that require substantial dialogue to determine and develop the funding plan. Caltrans has submitted an update on the SHOPP work for the county. Most of the work proceeding in the SHOPP are for categories that relate to maintaining the infrastructure and do not require additional input from the STA and local agencies at this time.

Over the next couple of months, the STA will be working closely with Caltrans and local agencies to discuss prioritizing and categorizing specific PSR projects. The STA has dedicated $150,000 in both its FY 2005-06 and FY 2006-07 budgets for PSR work for future STIP eligible projects. The STA may perform one PSR per year ($150,000/project) or opt to combine the funds from the two years ($300,000/project) to perform one larger PSR.

Recommendation:
Informational.

Attachments:

A. Mid-Term Projects (from I-80/I-680/I-780 Corridor Study, 7/14/04)
B. Long-Term Projects (from I-80/I-680/I-780 Corridor Study, 7/14/04)
C. Recommended Local Interchange Improvements Prioritized by Local Jurisdiction (from I-80/I-680/I-780 Corridor Study, 7/14/04)

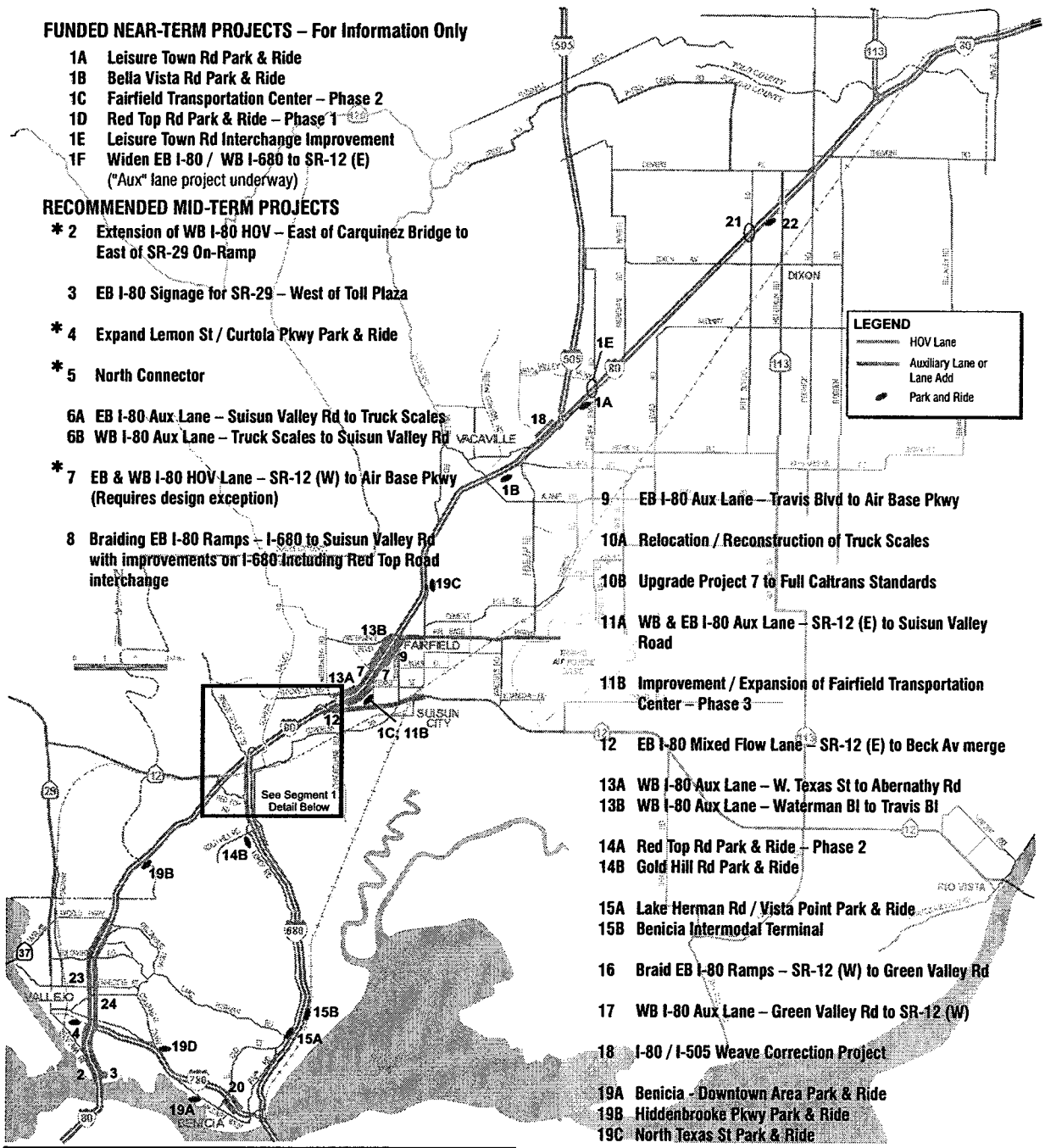
FUNDED NEAR-TERM PROJECTS – For Information Only

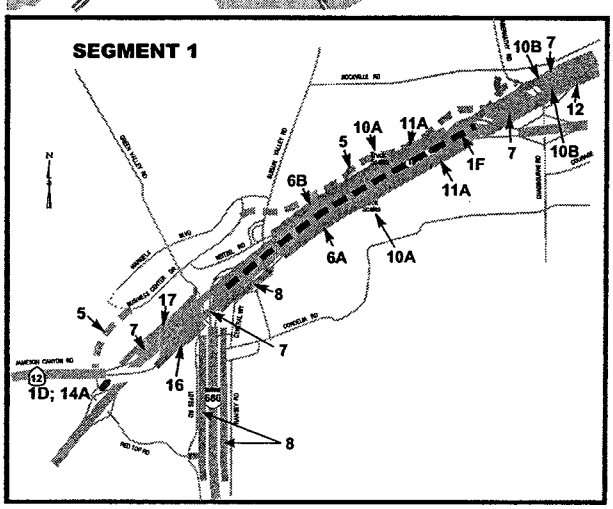
- 1A Leisure Town Rd Park & Ride
- 1B Bella Vista Rd Park & Ride
- 1C Fairfield Transportation Center – Phase 2
- 1D Red Top Rd Park & Ride – Phase 1
- 1E Leisure Town Rd Interchange Improvement
- 1F Widen EB I-80 / WB I-680 to SR-12 (E) ("Aux" lane project underway)

RECOMMENDED MID-TERM PROJECTS

- * 2 Extension of WB I-80 HOV – East of Carquinez Bridge to East of SR-29 On-Ramp
- 3 EB I-80 Signage for SR-29 – West of Toll Plaza
- * 4 Expand Lemon St / Curtola Pkwy Park & Ride
- * 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley Rd to Truck Scales
- 6B WB I-80 Aux Lane – Truck Scales to Suisun Valley Rd
- * 7 EB & WB I-80 HOV Lane – SR-12 (W) to Air Base Pkwy (Requires design exception)
- 8 Braiding EB I-80 Ramps – I-680 to Suisun Valley Rd with improvements on I-680 including Red Top Road interchange
- 9 EB I-80 Aux Lane – Travis Blvd to Air Base Pkwy
- 10A Relocation / Reconstruction of Truck Scales
- 10B Upgrade Project 7 to Full Caltrans Standards
- 11A WB & EB I-80 Aux Lane – SR-12 (E) to Suisun Valley Road
- 11B Improvement / Expansion of Fairfield Transportation Center – Phase 3
- 12 EB I-80 Mixed Flow Lane – SR-12 (E) to Beck Av merge
- 13A WB I-80 Aux Lane – W. Texas St to Abernathy Rd
- 13B WB I-80 Aux Lane – Waterman Bl to Travis Bl
- 14A Red Top Rd Park & Ride – Phase 2
- 14B Gold Hill Rd Park & Ride
- 15A Lake Herman Rd / Vista Point Park & Ride
- 15B Benicia Intermodal Terminal
- 16 Braid EB I-80 Ramps – SR-12 (W) to Green Valley Rd
- 17 WB I-80 Aux Lane – Green Valley Rd to SR-12 (W)
- 18 I-80 / I-505 Weave Correction Project
- 19A Benicia - Downtown Area Park & Ride
- 19B Hiddenbrooke Pkwy Park & Ride
- 19C North Texas St Park & Ride
- 19D Columbus Pkwy & Rose Dr Park & Ride
- 20 EB / WB I-780 Stripe Aux Lane – 2nd St to 5th St
- 21 I-80 / Pitt School Rd Interchange Improvement
- 22 North First St Park & Ride
- 23 WB I-80 HOV Lane – Carquinez Bridge to SR-37
- 24 EB I-80 HOV Lane – Carquinez Bridge to SR-37 with Ramp Improvements at Redwood Parkway

*Projects which are currently partially funded.





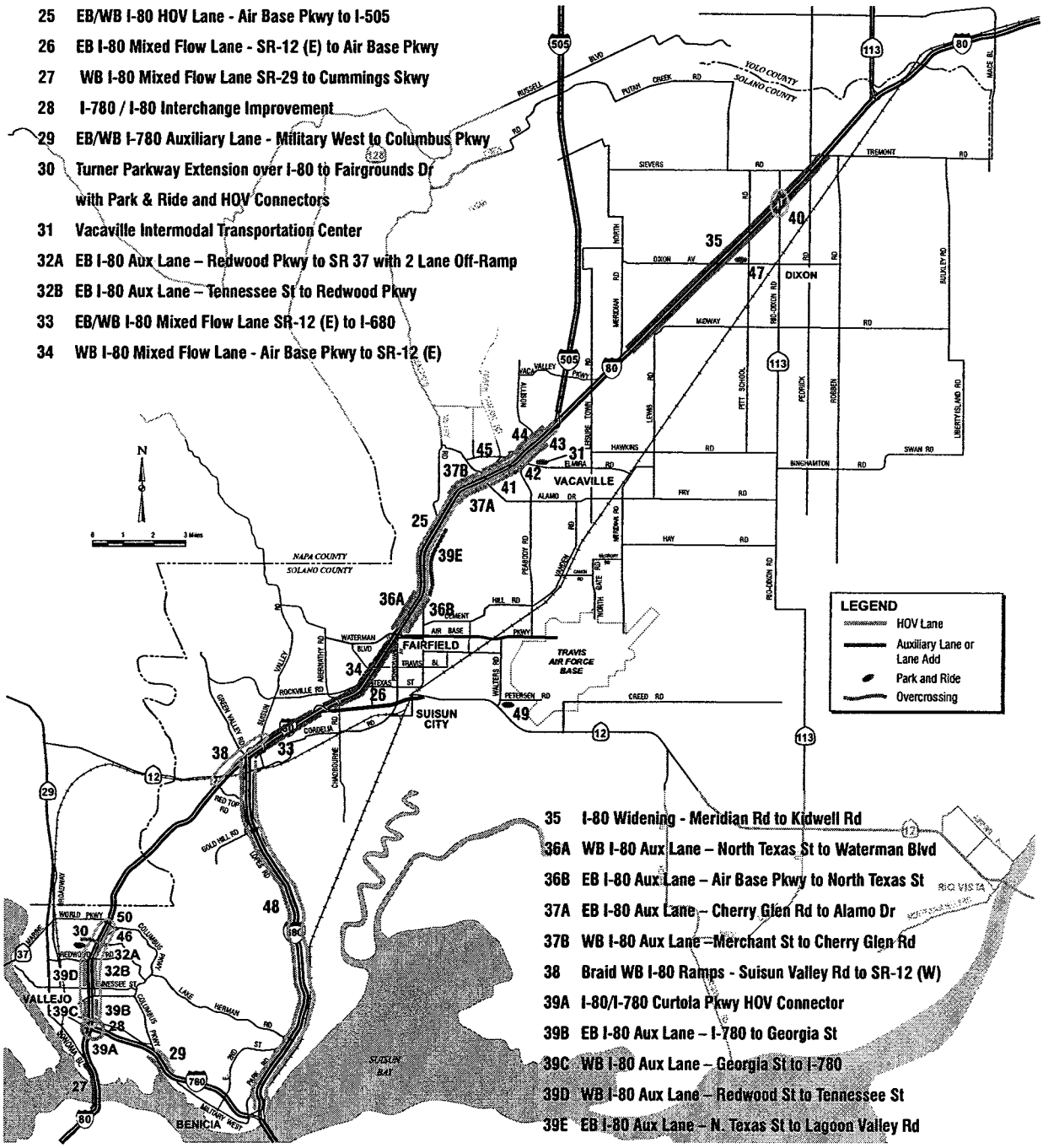
I-80 / I-680 / I-780 MIS / CORRIDOR STUDY

Figure 0-2

MID-TERM PROJECTS IN ORDER OF PRIORITY

June 5, 2003 Rev 7-1-03 Rev 7-7-03 Rev 8-7-03 Rev 8-11-03 Rev 8-28-03 Rev 9-3-03 Rev 11-25-03 Rev 2-24-04 Rev 3-04-04 Rev 5-05-04 Rev 5-07-04 Rev 5-18-04 Rev 6-1-04 Rev 6-17-04 Rev 8-4-04

25 EB/WB I-80 HOV Lane - Air Base Pkwy to I-505
26 EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy
27 WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy
28 I-780 / I-80 Interchange Improvement
29 EB/WB I-780 Auxiliary Lane - Military West to Columbus Pkwy
30 Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors
31 Vacaville Intermodal Transportation Center
32A EB I-80 Aux Lane – Redwood Pkwy to SR 37 with 2 Lane Off-Ramp
32B EB I-80 Aux Lane – Tennessee St to Redwood Pkwy
33 EB/WB I-80 Mixed Flow Lane SR-12 (E) to I-680
34 WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)



35 I-80 Widening - Meridian Rd to Kidwell Rd
36A WB I-80 Aux Lane – North Texas St to Waterman Blvd
36B EB I-80 Aux Lane – Air Base Pkwy to North Texas St
37A EB I-80 Aux Lane – Cherry Glen Rd to Alamo Dr
37B WB I-80 Aux Lane – Merchant St to Cherry Glen Rd
38 Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)
39A I-80/I-780 Curtola Pkwy HOV Connector
39B EB I-80 Aux Lane – I-780 to Georgia St
39C WB I-80 Aux Lane – Georgia St to I-780
39D WB I-80 Aux Lane – Redwood St to Tennessee St
39E EB I-80 Aux Lane – N. Texas St to Lagoon Valley Rd
40 SR-113/I-80 Interchange Improvement
41 EB I-80 Aux Lane – Alamo Dr to Davis St
42 EB I-80 Aux Lane – Davis St to Peabody Rd
43 EB I-80 Aux Lane – Peabody Rd to Allison Dr
44 WB I-80 Aux Lane – Monte Vista Av to Mason St
45 WB I-80 Aux Lane – Mason St to Alamo Dr
46 I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)
47 West A Street Park & Ride
48 NB/SB I-680 HOV Lane - Benicia Bridge to I-80
49 Walters Road Park & Ride
50 I-80/SR-37/Columbus Parkway Interchange Improvements

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY

Figure 0-3

LONG TERM PROJECTS IN ORDER OF PRIORITY

June 5, 2003 Rev 7-1-03 Rev 7-7-03 Rev 8-7-03 Rev 8-11-03 Rev 10-1-03 Rev 11-25-03 Rev 12-15-03 Rev 1-15-04 Rev 1-26-04 Rev 1-28-04 Rev 1-29-04 Rev 2-23-04 Rev 3-04-04 Rev 5-05-04 Rev 5-07-04 Rev 5-18-04 Rev 5-25-04 Rev 6-17-04 Rev 8-4-04

Table 0-5 Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

Jurisdiction		Description of Interchanges	Seg-ment	Cost in Million $ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	$4.3	
	2	I-780/E 2nd St/E 5th St	3	$3.0	
	3	I-780/Southampton Rd/E 7th St	3	$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	$6.9	
	5	I-680/Lake Herman Rd	4	$14.8	
	6	I-780/Military West	3	$1.5	
Dixon	1	I-80/Pedrick Rd	7	$18.8	
	2	I-80/West A St/Dixon Ave	7	$22.8	
	3	I-80/Pitt School Rd	7	$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

Jurisdiction		Description of Interchanges	Seg-ment	Cost in Million $ (2003)	Note
Solano County	1	I-680/Marshview Rd	4	$7.8	
	2	I-680/Parish Rd	4	$5.8	
	3	I-80/Kidwell Rd	7	--	No Proposed Improvement
	4	I-80/SR-113 (North)	7	--	No Proposed Improvement
Vacaville	1	I-80/Alamo Dr/Merchant St	6	$10.5	
	2	I-80/California Dr Over-crossing and Cherry Glen Rd off-ramp	6	$20.2	
	3	I-80/Lagoon Valley Rd/Cherry Glen Rd	6	$14.4	
	4	I-80/Pena Adobe Road/Cherry Glen Rd	6	$30.6	
	5	I-80/Davis St	6	--	Included as Long Term Project 41
	6	I-80/Midway Rd	7	$24.0	
	7	I-80/Weber Rd/Meridian Rd	7	$24.5	
	8	I-80/Peabody Rd/Mason St/Elmira Rd	6	--	No Proposed Improvement
Vallejo	1	I-80/Tennessee St	2	$66.4	
	2	I-80/Redwood St	2	Alt 1: $12.8 Alt 2: $52.1	
	3	I-80/Georgia St	2	$1.5	
	4	I-80/Springs Rd/Solano Ave/Magazine St/Sequoia Ave/Maritime Academy Dr	2	--	Included as part of Long Term Project 45
	5	American Canyon Rd	2	Alt 1: $2.2 Alt 2: $8.4	
	6	I-780/Glen Cove Pkwy	3	$1.3	
	7	I-780/Cedar St	3	--	Included as part of Long Term Project 28

STA
Solano Transportation Authority

DATE: September 2, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Status of SR 12 Transit Corridor Study

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

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

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

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

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

The SR 12 Transit Corridor Study will include the following major tasks:
1. Stakeholders and Transit Operators Input
2. Proposed Bus Schedule and Phasing Plan
3. Steering Committee and Public Input
4. Implementation Plan, Cost Estimates and Funding Plan

A Policy Steering Committee has been established to provide oversight on the study. The Steering Committee includes the following members: the cities of Fairfield, Rio Vista, and Suisun City, the Napa County cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), and STA and other stakeholders (e.g. Caltrans, San Joaquin County transit operators and San Joaquin Council of Governments). The study is expected to be completed by October 2005.

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

The SR 12 Policy Steering Committee held its first meeting on April 7, 2005. This meeting included both a session on the prioritized highways improvements planned for SR 12 East and then a presentation on the SR 12 Transit Corridor Study. The last Steering Committee meeting was held on June 17, 2005 to provide an opportunity for the committee to provide comments on the Preliminary Service Plan.

Three public input meetings have been held as follows:

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

Discussion:
The enclosed revised report entitled "State Route 12 Corridor Study, Existing Conditions and Service Plan Draft August 2005" has been prepared as a follow-up to the previous two reports. The current report includes the following additional and/or updated information:

- Updated 2030 peak hour traffic projections for SR 12 based on the new Solano Napa Travel Demand Model
- Proposed Service Phasing Plan
- Updated bus stop locations
- Projected peak and off-peak ridership for the proposed service
- Summary of public comments received from the public input meetings
- Proposed fare structure
- Anticipated capital and operating costs and farebox recovery ratio for each phase

After input is received at the next SR 12 Steering Committee meeting, final revisions will be made to the report to complete the proposed service plan, phasing, cost estimates and a funding plan. It is expected that a presentation on the final draft report will submitted to the STA Board and NCTPA Board for their review and approval in October or December 2005.

Recommendation:
Informational.

Attachment:

A. "State Route 12 Corridor Study, Existing Conditions and Service Plan Draft August 2005" (Separate Enclosure)

A copy of the
State Route 12 Transit Corridor Study Existing Conditions and Service Plan Report (August 2005)
has been provided to the
STA Board members
under separate enclosure.

You may obtain a copy of the
State Route 12 Transit Corridor Study Existing Conditions and Service Plan Report (August 2005)
by visiting the STA website: www.solanolinks.com
or contact our office at
(707) 424-6075.

Thank you.

STA
Solano Transportation Authority

DATE: September 7, 2005
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Vernal Pool Critical Habitat

Background:
On August 11, 2005 the U.S. Fish and Wildlife Service (USFWS) issued a Final Rule on vernal pool critical habitat expected to take effect on September 12, 2005. Several areas in Solano County were designated as critical habitat (Attachment B). These show all vernal pool critical habitat in Unit 10 except for a small area west of Suisun City and an area in Yolo County.

This report summarizes the likely impact of these new rules on STA projects, such as, but not limited to:

- ✓ Jepson Parkway (Vanden Road)
- ✓ Access Improvements to Travis Air Force Base (North and South Gates)
- ✓ SR 12 (East) major investment study improvements

The final rule has reduced the amount of area affected from the 67,961 acres of critical habitat originally proposed, including Travis Air Force Base (TAFB). The City of Fairfield, Scott Air Force Base and the Solano County Water Agency (SCWA) sent letters raising concerns about the areas included, particularly Travis Air Force Base. The USFWS then issued their critical habitat areas and excluded Solano County, and other areas. An environmental group sued and the new critical habitat designation is a result. The new designation now has 13,415 acres in Solano County. It does not include Travis AFB, Wilcox Ranch or the Travis Reserve area north and east of the base. It does include area at the south end of the base.

Discussion:
Vernal Pool Critical Habitat
Attached is a full discussion paper prepared by David Okita of the Solano County Water Agency (Attachment A) discussing the effects that this proposed new USFWS rule would most likely have on Solano County projects and the pending Habitat Conservation Plan (HCP). The areas proposed to be affected are included in Attachment B.

Impact on Current Projects (i.e .STA Priority Projects)
The HCP being prepared by SCWA will not be approved until late 2006. Projects interim to the HCP must comply with the federal Endangered Species Act (ESA). Also, projects not covered by the HCP (i.e. federally funded transportation projects) will need separate compliance outside of the HCP.

Specific road/highway projects are not covered in the HCP unless they are within the city urban boundaries shown in the HCP (Attachment C). Since these larger road projects usually involve federal funding (i.e., Jepson Parkway), they are required to go through a separate ESA consultation. It is possible to streamline ESA compliance by including them in the HCP, but authority to impact endangered species and/or their habitat (referred to in the regulations as "take authority") cannot be granted as part of the HCP for federally funded road projects. In some HCP's, Caltrans and local transportation authorities have included their projects in the HCP analysis, even though "take authority" is not obtained.

STA's affected projects will need to comply with the ESA. If the project is in critical habitat, project proponents must provide mitigation to meet the critical habitat standard. If the project is outside of critical habitat, but still impacts endangered species, compliance with the ESA through Section 7 (if federal funding, approval or permits are necessary) or through Section 10 (individual HCP) will still be required.

Based upon all information received to date by STA staff, with or without the new rule, STA will have to go through all the currently required federal consultation processes to implement federally funded projects like Jepson Parkway.

The main effect that this proposed new "Vernal Pool Critical Habitat " rule appears to have potentially increased the ratio and location of mitigation required (i.e. when an acre of vernal pool habitat is impacted, the amount of replacement habitat required would probably increase up to threefold of the current practice; instead of a 1:3 replacement ratio, it may increase to a higher ratio such as a 1:8 or a 1:9 ratio depending on the type of endangered species and habitat affected. Whereas, in the past, mitigation could often be allowed to be paid into a fund and/or set aside in an areawide mitigation bank, the new rule appears to require the mitigation to be provided in close proximity to the area impacted. Therefore, STA priority projects within the vicinity of these areas would still most likely be able to be implemented; however, larger mitigation areas would be required through the federal consultation process.

Local member agencies that are most impacted by this new rule may want to send letters directly to the US Fish and Wildlife Service, particularly if it appears to have direct economic impacts on planned development. However, there is also a concern that challenging the designation, particularly at this time when the rule is expected to go into effect, could reopen the whole process with no certainly on whether more or less areas might ultimately be added into a revised final rule, therefore, potentially affecting additional areas throughout the county.

STA staff will continue to monitor and report on the effects that this new rule will have on STA projects, but no action is recommended at this time by the STA.

At a later time, if new legislation is proposed to further address this matter, STA staff will review and report back to the STA Board on any recommended follow-up course of action.

Recommendation:
Informational.

Attachments:

A. White Paper entitled "Vernal Pool Critical Habitat" dated 8/31/05 prepared by David Okita, Director, Solano County Water Agency
B. Areas affected by the pending USFWS rule on "Vernal Pool Critical Habitat"
C. "Covered Activity Areas " within the city urban boundaries included in the Draft HCP (map is entitled Figure 1)

Vernal Pool Critical Habitat
(D. Okita 8/31/05)

On August 11, 2005 the USFWS issued a Final Rule on vernal pool critical habitat. Several areas in Solano County were designated as critical habitat. See attached map that shows critical habitat designations in blue. These show all vernal pool critical habitat in Unit 10 except for a small area west of Suisun City and an area in Yolo County.

The purpose of this paper is to summarize the impact of the vernal pool critical habitat designations on Travis AFB, the HCP and other projects such as road projects.

Critical Habitat Definition

The ESA defines critical habitat as the specific areas within the geographical area occupied by a species on which are found those physical or biological features essential to the conservation of the species, that may require special management considerations or protection, and specific areas outside the geographical areas occupied by a species at the time it is listed upon determination that such areas are essential for the conservation of the species. Such requirements include but are not limited to the following: (1) space for individual and population growth, and for normal behavior; (2) food, water or other nutritional or physiological requirements; (3) cover or shelter; (4) sites for breeding, reproduction, rearing of offspring; and (5) habitats that are protected from disturbance or are representative of the historic geographical and ecological distribution of the species (i.e. for vernal pools, critical habitat is not only the wetted area, but could include upstream areas tributary). It is important to note that critical habitat designation can include potential habitat areas that are not currently occupied but represent the former distribution of the species which are consider important to the recovery of the species (species do not need to occupy critical habitat designated areas).

Critical habitat only applies if there is a Federal action where a Federal agency funds, authorizes or carries out an action. A common example of "authorize" is issuance of a federal permit.

How Critical Habitat is Developed

The definition of critical habitat is not only a biological designation. The law requires that economic considerations be factored in. Thus an area may have a high ecological value, but if there would be adverse economic impacts from the designation, the area may be excluded from critical habitat. Of course, there is some interpretation and judgment involved in considering economic factors and this can lead to controversy and litigation. The USFWS used census tracts to conduct their economic analysis.

In Solano County, the vernal pool critical habitat mapping should not be used as the sole indicator of important vernal pool habitat since important habitat was excluded for economic reasons.

Conservation Standards

If an HCP is in place, critical habitat is irrelevant for applicant covered activities, but it is important to understand the regulatory process absent an HCP for the interim period and for projects that will be handled outside the HCP (i.e. County, Federal, and some road projects).

In dealing with any endangered species, the first standard for obtaining authorizations for incidental take of a listed species is whether there is "jeopardy" or "no jeopardy" to the species from the project. Jeopardy is defined as "to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species." Jeopardy is a high standard to meet, meaning that most projects will not result in jeopardy. If there is jeopardy, the federal lead agency is prohibited from carrying out, funding, or issuing permits for that project as proposed.

If there is no jeopardy (and no critical habitat), the next standard is to "minimize and mitigate" – the standard approach for dealing with the ESA.

If the project is in a designated critical habitat area, there must be a determination of whether there is "adverse modification." The implementing regulations define "jeopardy" and "adverse modification" in similar terms requiring considering of the effects of proposed actions on survival and recovery. Traditionally, the USFWS has equated the "jeopardy" standard for survival to adverse modification; however, several recent court cases have concluded the USFWS has incorrectly defined the adverse modification standard, essentially requiring the USFWS to separately analyze a project's potential impact on the survival and recovery of the listed species. Since recovery is a higher standard than survival, recovery becomes the main standard for determining adverse modification – will an action/project appreciably diminish the potential for recovery of the species within the applicable recovery area or unit.

If there is no adverse modification, the standard reverts to "minimize and mitigate."

As with a finding of jeopardy, if there is adverse modification, the federal lead agency is precluded from carrying out, funding, or authorizing a project. However, the USFWS is required to identify reasonable and prudent measures (if any are identifiable) that could be implemented to allow a project to move forward. These measures can include changes in the project scope or additional mitigation/conservation measures.

Typically in critical habitat, a greater amount of mitigation/conservation actions would be expected to avoid a finding of adverse modification since this standard is based on recovery rather than survival. The amount of mitigation/conservation required is negotiable with the USFWS. The USFWS will use the Vernal Pool Recovery Plan for guidance in determining requirements. The Recovery Plan specifies certain percentages of areas that need to be preserved in order to recover species (i.e. the Draft Plan goal is

preservation of 95% of the remaining habitat for vernal pool crustaceans and 80% of the Contra Costa Goldfield areas). Any project within the critical habitat must not preclude meeting these goals or provide other alternative measures that would provide greater conservation benefit in order to avoid a finding of adverse modification. The HCP will provide guidance on meeting the recovery standards for vernal pool species.

Critical habitat mapping creates a geographic aspect to required mitigation/conservation requirements. Guidance documents from the USFWS say that when analyzing whether there is adverse modification, only critical habitat areas within the Critical Habitat Unit (see map) should be considered. Even if there are valuable resources adjacent to critical habitat areas, they should not be considered in the analysis. Generally mitigation/conservation for projects must take place in other critical habitat designated areas within the Critical Habitat Unit.

Impact on HCP

Designation of critical impact has little impact on the HCP. Once the HCP is approved, for applicant projects covered in the HCP, designated critical habitat has no bearing on regulatory requirements. When the HCP is being considered for approval by the USFWS, they will take into consideration critical habitat when they analyze the overall HCP. In order to approve the HCP and issue incidental take permits, they will have to come to the conclusion that the HCP protects the covered species.

Impact on Current Projects (i.e. Roads)

The HCP will not be approved until late 2006. Projects interim to the HCP must comply with the ESA. Also, projects not covered by the HCP will need separate compliance outside of the HCP.

Specific road/highway projects are not covered in the HCP unless they are within the city urban boundaries shown in the HCP (map is Figure I). Since these larger road projects involve Federal funding, they are required to go through a separate ESA consultation. It is possible to streamline ESA compliance by including them in the HCP, but take authority cannot be granted. In some HCP's, Caltrans and local transportation authorities have included their projects in the HCP analysis, even though take authority is not obtained.

Current road projects will need to comply with the ESA. If the project is in critical habitat, project proponents must provide mitigation to meet the critical habitat standard. If the project is outside of critical habitat, but still impacts endangered species, compliance with the ESA through Section 7 (if Federal funding, approval or permits are necessary) or through Section 10 (individual HCP) will still be required.

Impact on Travis AFB

Military bases are required to go through a separate process for ESA compliance, thus any Travis activities are not included in the HCP. Future expansion of Travis AFB may occur on designated critical habitat.

As with any other project, a Travis expansion into critical habitat will require a higher level of mitigation/conservation than if there was no critical habitat. Any expansion of Travis to the east and south will impact important vernal pools and ESA compliance will be required. In the case of the critical habitat designation around Travis, some of the non designated lands have more biologically important vernal pool habitat than designated areas, but were excluded for economic reasons that were based on U.S. census tract boundaries rather biologically-based boundaries.

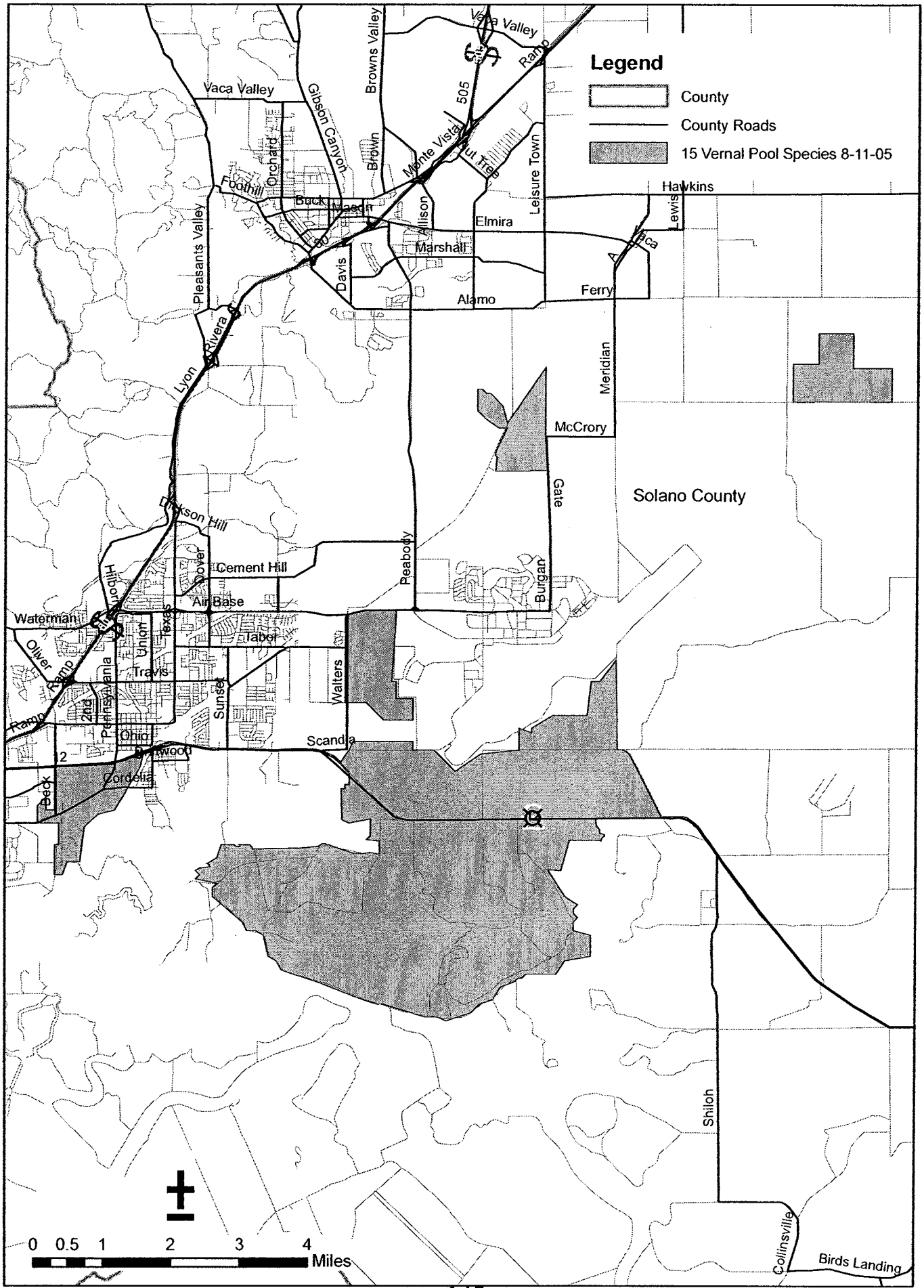
Note: Supervisor Michael Reagan informs us that the US Department of Defense has a policy that they will not expend funds on any project that impacts critical habitat. If this is the case, then policies internal to the Department of Defense would prohibit expansion of Travis into lands designated critical habitat.

Fairfield has designated its urban growth areas to be covered under the HCP. Fairfield has also included the Travis Reserve in the covered area. The HCP will cover impacts from activities designated in the Travis Reserve zoning. However if they are Federal actions, take cannot be authorized by the HCP, but inclusion would streamline approval.

Expansion for Travis is certainly possible, but will require mitigation. If expansion occurs in areas designated as critical habitat, mitigation will be increased somewhat, but the designation itself would not preclude expansion.

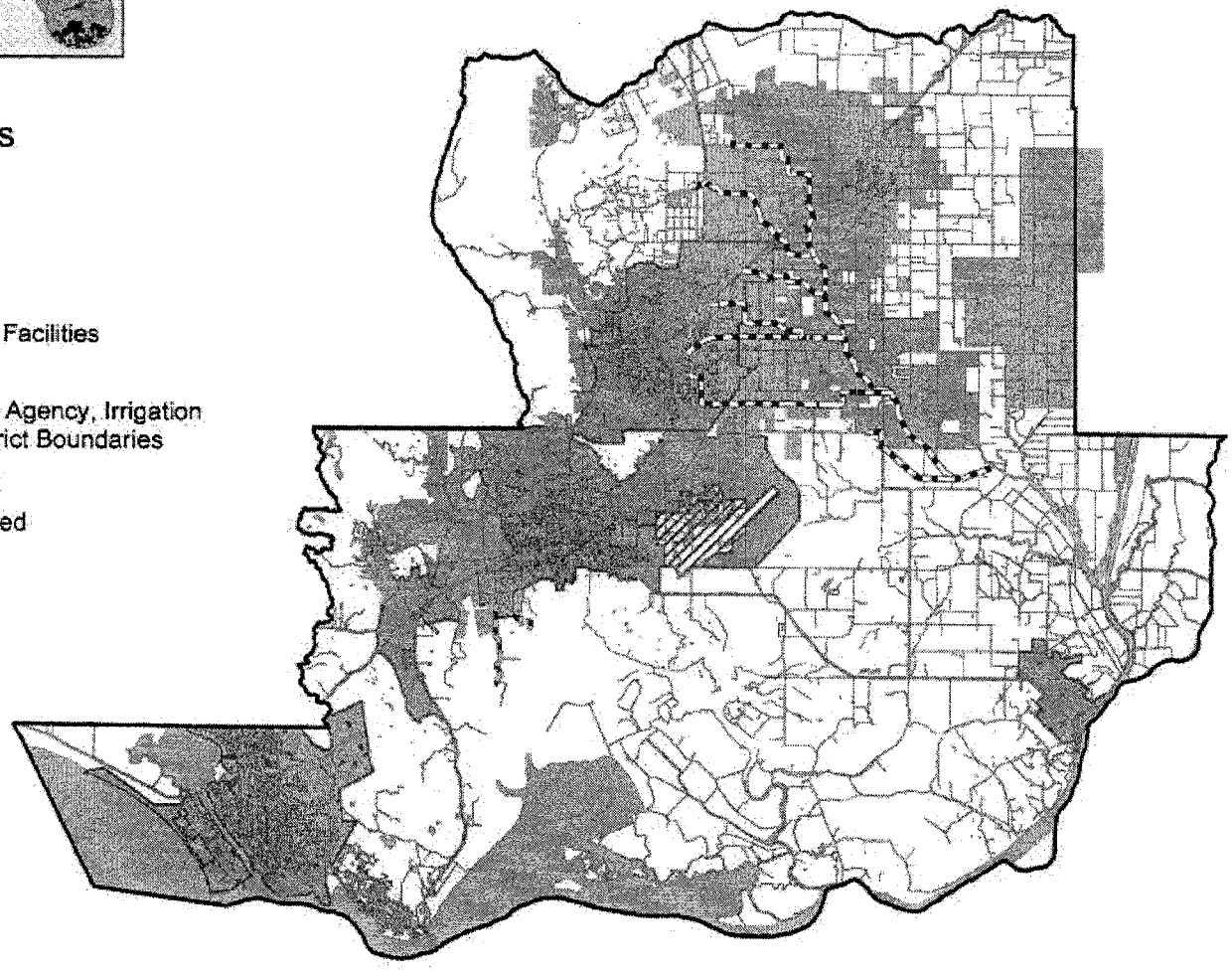
All of the area surrounding Travis is designated as "high value conservation land" in the HCP reflecting its vernal pool resources. This designation does not preclude all development in the area, but development would be constrained in some areas particularly where there are Contra Costa Goldfields.

The areas around Travis that are within Fairfield covered areas (green area on Figure 1) will be covered for any take. The only way for the rest of the area to be covered by the HCP is if the County were to become an applicant and desired to obtain take coverage for impacts from development of that area. Allowable development in the area would then be specified in the HCP.


Legend
County
County Roads
15 Vernal Pool Species 8-11-05
Solano County
Vaca Valley
Browns Valley
Gibson Canyon
Orchard
Foothill
Buck
Mason
Brown
Monte Vista
Nut Tree
Leisure Town
Hawkins
Lewis
Elmira
Allison
Marshall
Davis
Alamo
Ferry
Pleasants Valley
Rivera
Lyon
Meridian
McCrory
Gate
Dickson Hill
Cement Hill
Dover
Peabody
Burgan
Air Base
Waterman
Hilborn
Texas
Union
Tabor
Oliver
Ramp
Travis
Pennsylvania
2nd
Sunset
Walters
Ohio
Scandia
Cordelia
Beck
Shiloh
Collinsville
Birds Landing
505
0 0.5 1 2 3 4
Miles

SOLANO COUNTY WATER AGENCY

Figure 1
Covered Activity Zones



- Ulatis Flood Control Channel
- Fairfield-Suisun Sewer District Facilities
- Zone 1 - Urban Zone
- Zone 2 - Solano County Water Agency, Irrigation Districts and Reclamation District Boundaries
- Zone 3 - Remainder of County
- Travis Air Force Base - Excluded

N

0 1 2 4 6 8 Miles

LSA

DATE: September 2, 2005
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Federal Legislative Update – September 2005

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

Discussion:
SAFETEA-LU
Prior to adjourning for the August recess, Congress passed H.R. 3, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The measure provides $286.5 billion through FY 2008-09 for highway, mass transit and road safety programs, which is $2.5 billion more than requested and provided in the House-passed bill, but $8.5 billion less than the Senate measure. The measure would ensure that states receive at least 92 percent of the money they contribute to the Highway Trust Fund by 2008. The agreement includes $45.3 billion for mass transit, and $14.8 billion for more than 5,000 highway projects requested by individual Members of Congress. H.R. 3 also contains several Senate tax provisions, including some that would increase the Highway Trust Fund by $2 billion.

On July 29th, the House passed by a short-term reauthorization bill (H.R. 3514) to keep highway programs operating through August 14th giving President Bush time to review and sign the long-term reauthorization measure. On Wednesday, August 10, 2005, the President signed the bill into law.

The bill provides earmarks for over $34 million for key Solano County regional transportation projects. The STA is the project sponsor for the earmarks for the I-80/I-680/SR 12 Interchange ($17.4 million) and the Jepson Parkway/Travis AFB Access Improvements ($3.2 million). On behalf of the STA Board, Chair Mary Ann Courville thanked Congresswoman Ellen Tauscher and Congressman George Miller for helping secure federal funding for STA's sponsored projects. The earmarks for projects that will benefit Solano County are as follows:

- I-80/I-680/SR 12 Interchange ($17.4 million)
- SR 12 Widening through Jameson Canyon ($6.4 million)
- Jepson Parkway/Travis AFB Access Improvements ($3.2 million)
- I-80 HOV Lanes/Interchange Construction in Vallejo – Turner Overpass ($2.8 million)
- Cordelia Pedestrian/Bicycle Corridors Upgrade ($2.4 million)
- Winters Bridge Replacement between Yolo and Solano Counties ($1.6 million)
- Rio Vista Bridge Study ($560,000)

Appropriations:
Two of the ten annual appropriations bills were passed by Congress before Members adjourned for August recess: Interior Appropriations and Legislative Branch Appropriations. (Both bills must now be signed by President Bush before becoming public law.) The remaining eight spending bills have been marked up by the House and Senate Appropriations Committees and are awaiting conference consideration when Congress reconvenes in September, at which time STA's requests for appropriations of $4 million for the Vallejo Station and $2.5 million for the Fairfield/Vacaville Intermodal Station will be considered. Legislators predict that for the first time in many years, all appropriations bills will be complete before the end of this federal fiscal year (September 30, 2005).

As this Congressional session comes to a close, staff is starting to put together recommendations for the 2006 legislative platform and priorities. A draft will be presented at the October STA Board meeting.

The Ferguson Group's Federal Update as of August 31, 2005 is included as an attachment to this report.

Recommendation:
Informational.

Attachment:
A. Federal Update - August 31, 2005 - The Ferguson Group

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 – SAFETEA-LU (Authorization) and FY 2006 Appropriations

Date: August 31, 2005

The chart below outlines the status of the project requests as of August 31, 2005.

Project	*Request*	*Status*
Vallejo Station	$4 million in the FY 2006 Transportation, Treasury, and Housing and Urban Development Appropriations Bill under Bus and Bus Facilities or Ferry & Ferry Facilities	- Project submitted to House and Senate Committees - Awaiting Conference action (September)
Fairfield/ Vacaville Intermodal Station	$2.5 million in the FY 2006 Transportation, Treasury, and Housing and Urban Development Appropriations Bill under Buses and Bus Facilities	- Project submitted to House and Senate Committees - Awaiting Conference action (September)
I-80/680 Interchange	$50 million in the Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21)	- Project submitted to House and Senate Committees - $21.85 million in H.R. 3, the House TEA-3 Reauthorization - $17.480 million in the SAFETEA-LU Conference Report ***-President Bush signed bill August 10.***

Vallejo Ferries Intermodal Center	$10 million in the Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21)	- Project submitted to House and Senate Committees - Did not receive funding in H.R. 3, the House TEA-3 Reauthorization - Not funded in the SAFETEA-LU Conference Report
Jepson Parkway	$23 million in the Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21)	- Project submitted to House and Senate Committees - $4 million in H.R. 3, the House TEA-3 Reauthorization - $3.2 million in the SAFETEA-LU Conference Report ***-President Bush signed bill August 10.***

Congress passed H.R. 3, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in late July before adjourning for the August recess. On August 10, 2005, President Bush signed SAFETEA-LU into law.

SAFETEA-LU provides $286.5 billion through FY 2009 for highway, mass transit and road safety programs. The law provides that states will receive at least 92 percent of the money they contribute to the Highway Trust Fund by 2008. The law includes $45.3 billion for mass transit, and $14.8 billion for over 6,300 highway projects requested by Members of Congress and Senators costing over $24 billion, or approximately 8% of the total value of the law and over twice the value of earmarks included in TEA-21.[1]

The new law is quite lengthy and many changes to existing law are still surfacing. One program of direct interest to STA – the Ferry and Ferry Facilities Program – appears to have received a significant funding increase through FY 2009. Also, it appears that this program will still be "earmarked" by Congress, unlike several other existing programs likely to shift to strictly formula-based funding. We are continuing to analyze the bill and will provide additional updates on relevant changes to programs and funding mechanisms.

Congress will reconvene on Tuesday, September 6, 2005 to resume work, primarily on the remaining Fiscal Year 2006 appropriations measures including the Transportation appropriations bill.

Please contact Mike Miller at (707) 254-8400 if you have any questions regarding this report or need additional information.

[1] *Transportation Weekly*, August 4, 2005.

DATE September 2, 2005
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Bay Area Commute Profile Study

Background:
Since 1992, a study of Bay Area commuters has been funded by the Metropolitan Transportation Commission and contracted by RIDES for Bay Area Commuters (RIDES). The Solano Transportation Authority has provided input into the study and uses the study findings. The latest study, Commute Profile 2004 (Attachment A), was not published but has been posted on the MTC's website.

A random sample of residents of each county was contacted between March 9 and May 17, 2004. In each of the nine Bay Area counties, 400 individuals completed a telephone survey. At the regional level, this results in a confidence level of 98% and sampling error rate of 2%. At the County level, the confidence level is 95% with a sampling error rate of 5%.

The Commute Profile provides valuable regional and countywide commuter statistics and comparisons. The annual surveys have been conducted at the same time of year which also allows longitudinal data analysis. Much of the data for Solano County is consistent with previous studies.

This may be the final Commute Profile study contracted by MTC. RIDES is no longer operating. MTC and the new Regional Rideshare Program (RRP) contractor are reviewing future commuter research needs.

Discussion:
The data collected in the most recent Commute Profile ranges from average commute distance, travel mode, to perceptions of changes in travel conditions. In contrast to previous years, the Commute Profile 2004 data was not presented in a County by County format. Some comparisons were made among the counties' characteristics. A summary of Solano information is presented on Attachment B. Highlights are presented below:

- Solano County has the second longest average commute distance at 21 miles.
- Solano County has a higher than average drive alone rate (71%) and the highest car/vanpool rate (22%) in the Bay Area.
- Solano County commuters enjoy the highest average travel speed at 40mph.
- Solano County had the highest percentage of commuters (31%) who stated that commute conditions were worse than the previous year.
- Solano County commuters are some of the most likely to use a carpool lane: of the 27% of Solano commuters who have access to a carpool lane, 37% use the carpool lane.
- At 100%, Solano County residents have the highest level of vehicle availability for commuting in the Bay Area.

Recommendation:
Informational.

Attachments:

A. Commute Profile 2004 (CP04)
B. CP04 Solano Highlights

Commute Profile 2004

Regional Report

September 2004

Prepared for:
The Metropolitan Transportation Commission's Regional Rideshare Program

Prepared by:
RIDES for Bay Area Commuters, Inc.

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Commute Profile 2004
Regional Report

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Introduction

In the spring of 2004, the Regional Rideshare Program conducted the Bay Area's twelfth *Commute Profile* survey. *Commute Profile* is an annual region-wide telephone survey of commuters. The study is designed as a tool to help the Regional Rideshare Program and others better understand Bay Area commuters and their commute patterns. *Commute Profile* is unique among Bay Area surveys in that it focuses on commuters, their travel behavior and trends that emerge from year to year.

To track commute trends over time, *Commute Profile* has retained a group of core questions. The core questions include:

- Commute Modes
- Commute Distance and Time
- Use of HOV Lanes
- Influence of Employers and Employment Sites on Travel Behavior
- Potential Use of Options to Driving Alone
- Awareness and Use of Commuter Information Services
- Demographic Information

Additional questions are rotated each year depending on current topics of interest to the Metropolitan Transportation Commission (MTC) and other partners who participate in the planning of *Commute Profile*. These rotating blocks of questions add an important element of flexibility to the study. This year's survey included additional "market research" oriented questions, such as sensitivity to costs, logistics of finding carpool partners, commonly used media and ethnicity. It also included an expanded look at the awareness and use of 511 services.

Publication of Findings

Past editions of *Commute Profile* have published all the data and analysis in a single "book" format. Data collected in the *Commute Profile 2004* survey are published in four separate reports:

- Regional Report: this report analyzes a weighted data set representative of the region as a whole. It focuses on commute mode, distance, time, use of carpool lanes and telecommuting, changing commute conditions and the influence of the employment site.
- County Profiles: this report is based on a sample of commuters who live in each of the nine Bay Area counties. Within this report a core set of the data are examined to provide a perspective on how commute patterns vary on a county-by-county basis.
- Awareness and Use of Customer Service Programs: this report looks at awareness and customer use data for incentive programs, 511 services, the freeway service patrol program and the freeway callbox program.

- Customer Profile: this report focuses on identifying potential customers, how to reach them and to which messages they'll most likely listen.
-

Methodology

The target population for *Commute Profile* is adults over the age of 16 who are employed full-time (30 hours or more) outside the home. Because this is a key customer group for the Regional Rideshare Program's services, *Commute Profile* focuses on them.

The sample size for *Commute Profile* has varied from year to year as a result of budget considerations, but the last six years have been consistent (Table 1). Larger sample sizes allow for more accurate regional data and for data that are more meaningful at the county level.

Table 1
***Commute Profile* Historical Summary**

Year	Completed Questionnaires	Counties With Full Sample	Direct Costs Budget[1]
1992	1,600	1	$22,245
1993	2,800	6	$40,325
1994	3,200	7	$44,600
1995	1,090	2	$11,844
1996	3,450	8	$41,152
1997		*no survey*	
1998	1,608	2	$19,000
1999	3,628	9	$42,000
2000	3,600	9	$42,670
2001	3,600	9	$44,740
2002	3,643	9	$57,530
2003	3,600	9	$51,883
2004	3,600	9	$49,688

Between March 9 and May 17, 2004, a market research consultant administered telephone surveys to 3,600 Bay Area residents or 400 for each of the nine counties. Phone numbers were randomly generated, and calls were made in the evenings or on weekends. For the region-wide analysis, a weighted data set is used. The weighting is based on employed residents per county (Table 2). For the county-level analysis, the original data are used to provide the maximum sample size for each county.

[1]This is the budget for acquiring the sample, conducting the telephone interviews and delivering a clean data set. It does not include questionnaire design, analysis, report preparation, graphic design or printing.

Table 2
Regional Weighting Factors by County

County	Weighted Factor
Alameda	1.85
Contra Costa	1.21
Marin	0.34
Napa	0.16
San Francisco	1.14
San Mateo	0.97
Santa Clara	2.26
Solano	0.46
Sonoma	0.61
n=400 per county	

Commute Profile data are based on samples and, as with any sample, some of the year-to-year fluctuations are due to normal sampling error. County populations, based on the number of employed residents per county, vary from 68,500 (Napa) to 844,000 (Santa Clara).[2] The samples of 400 from each county have a normal sampling error of five percent and a confidence level of 95 percent associated with them. The region-wide population of employed residents is estimated to be 3,336,500 according to the 2000 census. The regional sample of 3,600 has a normal sampling error rate of two percent and a confidence level of 98 percent. This means if the survey was conducted 100 times, one would be confident 98 times out of 100, the characteristics of the sample would reflect the characteristics of the population within plus or minus two percent.

In some cases, *Commute Profile* examines sub-samples of the regional or county data sets where the sample sizes are smaller. Each table in *Commute Profile* includes the actual sample size in the format of (n=sample size). The normal sampling error increases as the sample size decreases as is shown in Table 3.

Table 3
Normal Sampling Error Rates

Sample Size (n=)	Sampling Error	Confidence Level
3,600	2%	98%
400	5%	95%
270	6%	95%
200	7%	95%
150	8%	95%
120	9%	95%
100	10%	95%

Commute Mode

To develop a relatively complete view of commuters' travel modes, *Commute Profile* looks at the trip to work in terms of "primary,"

[2] Estimate of employed residents in 2004 are from the 2000 Census.

"connecting" and "occasional" modes. The "primary" mode of travel is defined as the method used for all or the part of the trip that covers the greatest distance. All respondents were asked if their entire commute trip was made using one mode or if their normal trip to work involved the use of additional or "connecting" modes. Finally, if the number of days per week an individual used their primary mode did not match the number of days per week worked, they were asked what other modes they used on an "occasional" basis.

The percentage of respondents who drive alone as their primary commute mode inched up between 2003 and 2004 from 63 percent to 64 percent, but it is still considerably lower than the 68 percent who were driving alone in 2002 (Table 4). The 64 percent drive-alone rate is the second lowest in the last six years. Other changes in commute mode between 2003 and 2004 were also subtle; BART use is up and both carpooling and telecommuting declined (carpooling by two percent and telecommuting by one percent). BART increased from three percent to five percent between 2002 and 2003. 2004 is the first decline in the percentage of commuters carpooling in some time. Carpool use had been steadily increasing from 14 percent in 1999 to 18 percent in 2003. The percentage of commuters walking to work increased from two percent to three percent between 2002 and 2003; the 2004 data show that higher of level of walking continuing.

Table 4
Primary Commute Mode

Mode	2004	2003	2002
Drive Alone	64%	63%	68%
Carpool [3]	16%	18%	17%
BART	6%	5%	3%
Bus	5%	5%	5%
Walk	3%	3%	2%
Telecommute	1%	2%	1%
Bicycle	1%	1%	1%
Light Rail	1%	1%	<1%
Caltrain	1%	1%	1%
Motorcycle	1%	1%	<1%
Vanpool	<1%	<1%	1%
Ferry	<1%	<1%	<1%
n=	*3,607*	3,609	*3,614*

Approximately 13 percent of respondents indicated their normal trip to work involved the use of more than one mode. The most popular connecting modes are driving alone and riding the bus (Table 5). Riding BART, walking, carpooling, bicycling and riding light rail systems are the next most popular group of connecting modes. The results are similar to last year both in terms of the percentage of commuters using connecting modes and

[3] Respondents who initially indicated they drive alone, but later indicated they have others in the car with them three to five days per week were reclassified as carpools.

the type of modes used—the seven most commonly used connecting modes are the same this year as last year.

Table 5
Connecting Modes

Mode		Mode	
Drive Alone	4%	Light Rail	1%
Bus	3%	Caltrain	<1%
BART	2%	Motorcycle	<1%
Walk	1%	Ferry	<1%
Carpool	1%	Other	<1%
Bicycle	1%	*None*	87%
			n=3,607

When primary and connecting modes are combined, a view of the journey to work is provided that gives equal weight to each mode regardless if it is used for the whole trip or just a portion of the trip. For an individual who drives to BART, their trip will show up twice—once in the drive-alone category and once in the BART category. Because one person's trip to work can include multiple modes, the total number of trips represented here is greater than the number of trips represented in the table that shows only primary trips. There are some differences between this combined view and the view of just the primary mode of travel. The percentage of trips made driving alone decreases by about four percentage points (from 64 percent to 60 percent) and the percentage of carpooling drops by one percent (Table 6). The percentage of bus, BART, bicycle, light rail and Caltrain trips increase when primary and connecting modes are combined.

Table 6
Primary and Connecting Modes Combined

Mode		Mode	
Drive Alone	60%	Telecommute	1%
Carpool	15%	Caltrain	1%
Bus	7%	Motorcycle	1%
BART	7%	Vanpool	<1%
Walk	3%	Ferry	<1%
Bicycle	2%	Other	1%
Light Rail	2%		
			n=3,607

An occasional mode is a completely separate mode used on days when commuters do not use their primary travel mode for their trip to work. Approximately seven percent of respondents indicated they use a different method of commuting on an occasional basis. This level is consistent with previous years. Driving alone and telecommuting are the most popular occasional modes (Table 7).

Table 7

Occasional Commute Modes

Mode		Mode	
Drive Alone	2%	Walk or Jog	1%
Telecommute	2%	Light Rail	<1%
Carpool	1%	Caltrain	<1%
Bus	1%	Ferry	<1%
BART	1%	Other	<1%
Bicycle	1%	*None*	93%
			n=3,607

The primary and connecting modes in Table 8 have been clustered in four groups (drive alone, carpool, transit and other[4]) for easier comparisons. The table shows the types of connecting modes used based on primary mode for the 13 percent of commuters who use a connecting mode. For example, of those commuters whose primary mode is driving alone (first row), 22 percent drive to meet a carpool, 55 percent drive to catch transit and 22 percent drive and then use an "other" mode to complete their journey to work.

Transit users were the most likely to use connecting modes on their normal commute trip (60 percent use a connecting mode), and they are most likely to use multiple transit modes. Drive-alone commuters were the least likely—only four percent use a connecting mode. Nineteen percent of "other" mode users and nine percent of carpoolers use connecting modes. Transit was the most frequently used connecting mode in all four modal categories.

[4] "Drive Alone" includes motorcycles and taxis; "carpool" includes vanpools; "transit" includes buses, trains and ferryboats; and "other" includes bike, walk and telecommute.

Table 8
Primary Mode by Connecting Mode

Primary Modes	Connecting Modes			
	Drive Alone	Carpool	Transit	Other
Drive Alone *4% of drive-alones use a connecting mode n=79*	--	22%	55%	22%
Carpool *9% of carpoolers use a connecting mode n=51*	25%	11%	50%	14%
Transit *60% of transit users use a connecting mode* n=276	38%	7%	44%	12%
Other *19% of "other" mode users use a connecting mode* n=40	40%	4%	44%	12%

Grouping commute modes into clusters makes it easier to view patterns which emerge over time. The biggest change in recent years is the decline in the drive-alone rate (Table 9). The drive-alone rate had been fairly steady prior to 2003 with a gradual upward trend; the drop over the last two years shows a change in the long-term trend. Increases noted last year in transit use and "other" mode were substantiated by continued high levels this year. The decrease in carpool use from 2003 to 2004 runs contrary to the trend of increased carpool use that had been emerging since 1998.

The increase in transit over the last two years appears counter to the trend of generally lower overall ridership on transit reported by operators. However, it is possible that the percentage of commuters using transit can increase while overall ridership decreases. The fact that employment has declined would lower absolute ridership levels, but not necessarily lower the percent of commuters riding transit. For "other" modes, the last two years mark an upward movement of a trend line which has been flat over the previous five years.

Table 9
Clustered Modes Over Time [5]

Mode	1993	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004
Drive Alone	65%	66%	62%	64%	71%	67%	68%	69%	69%	64%	65%
Carpool	17%	17%	19%	17%	14%	15%	14%	17%	18%	18%	16%
Transit	12%	12%	12%	13%	11%	14%	14%	10%	10%	12%	13%
Other	7%	5%	7%	6%	3%	4%	5%	4%	4%	7%	6%
n=	*2782*	*3201*	*400*	*3450*	*1200*	*3669*	*3608*	*3616*	*3614*	*3609*	*3607*

County Comparisons

There are a number of differences in commute modes between commuters who live in different counties—mostly related to the options that are available. The availability of transit and parking, as well as travel distances, appears to influence commuters' choices. Consistent with previous years, the percentage of commuters driving alone is highest in Napa and Sonoma counties (Table 10). San Francisco commuters are the least likely to drive alone to work; they have the highest transit and the only double-digit "other" mode use. They also have the lowest carpooling rate while Solano residents have the highest carpool rate; Santa Clara has the second highest carpooling rate. Also consistent with previous years, transit use is distinctly lower in Napa, Santa Clara, Solano and Sonoma counties.

Table 10
Commute Modes by County

County	Drive Alone	Carpool	Transit	Other	n=
Alameda	63%	17%	16%	5%	*400*
Contra Costa	66%	15%	17%	3%	*401*
Marin	63%	16%	13%	9%	*400*
Napa	79%	15%	1%	6%	*400*
San Francisco	38%	12%	37%	14%	*401*
San Mateo	68%	18%	9%	5%	*402*
Santa Clara	75%	17%	4%	4%	*400*
Solano	71%	22%	4%	4%	*400*
Sonoma	75%	16%	4%	6%	*400*
Region	**64%**	**16%**	**13%**	**6%**	*3,607*

Commute Distance

Trip distance has remained fairly constant since 1992—varying from a low of 14 miles to a high of 17 miles (Table 11). For the last three years, average trip distance has remained unchanged at 16 miles one-way. Long-distance commutes are often

[5] It is important to note that sample sizes in 1995 and 1998 (because of budget considerations) were smaller; data from these two years should be viewed with added caution.

sensationalized in the media but data collected here do not support increasing commute distances for most commuters. However, *Commute Profile* does not sample residents from counties beyond the nine core counties. Commuters from counties such as San Joaquin and Stanislaus, who may be making longer trips, are not included in this study. Even if commuters from some of these outlying counties were included in the study, they comprise a small percentage of total commuters and would not dramatically influence results on a regional basis.[6]

Table 11
Average Regional Commute Distance in Miles (one-way)

1992	1993	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004
16	15	14	15	15	17	17	17	17	16	16	16
1600	*2782*	*3201*	*400*	*3188*	*1171*	*3572*	*3608*	*3615*	*3614*	*3,497*	*3,476*

Table 12 provides additional insight into the distances commuters travel to get to work each day. Long-distance commuters (those traveling more than 41 miles each way) are the minority—only seven percent are in this category. At the other extreme, short distance commuters (those traveling five miles or less) comprise the largest group. The flat trend line shown by average commute distances in Table 11 is clearly reflected by the lack of any upward or downward trends in the grouped mileage categories.

Table 12
Commute Distance Over Time

One-way miles	1996	1998	1999	2000	2001	2002	2003	2004
0 - 5 miles	33%	25%	28%	28%	28%	30%	28%	29%
6 - 10 miles	20%	20%	20%	17%	20%	20%	20%	20%
11 - 20 miles	25%	28%	26%	26%	25%	27%	26%	26%
21 - 40 miles	16%	21%	19%	22%	20%	18%	20%	19%
41 miles +	7%	7%	8%	7%	6%	6%	7%	7%
n=	*3,188*	*1,171*	*3,572*	*3,608*	*3,615*	*3,614*	*3,493*	*3,476*

Short-distance commuters are the least likely to drive alone (Table 13) and by far the most likely to participate in "other" modes which include biking and walking. Transit usage is most common among commuters in the 21-40 mile range and short-distance

[6] For example, about 13,000 San Joaquin and Stanislaus residents commute to Santa Clara and San Mateo counties—common long-distance commutes. This is less than one half of one percent of Bay Area commuters. (Source: 2000 Census, compiled by KnightRidder)

commuters. Carpooling is highest among commuters who travel 6-10 miles each way. Driving alone is slightly more common among mid-distance (11-20 miles), but with the exception of the 0-5 mile range, varies little between range categories. Intuitively, one might expect the longest-distance commuters to be more likely to carpool (because they have the greatest potential benefit), but that is not the case. These long-distance commuters who are driving alone are an excellent target market for carpooling, vanpooling and telecommuting.

Table 13
Commute Mode by Distance

	Drive Alone	Carpool	Transit	Other
0 – 5 Miles n=987	60%	14%	13%	14%
6 – 10 Miles n=696	68%	20%	9%	3%
11 – 20 Miles n=896	71%	17%	11%	1%
21 – 40 Miles n=683	67%	15%	17%	1%
41 Miles or more n=231	67%	17%	11%	5%
Average miles	*17 miles*	*16 miles*	*17 miles*	*8 miles*

County Comparisons

Contra Costa and Solano County residents travel the longest distances to work (Table 14). Although the difference is small, this is the first year Contra Costa residents have a longer average commute trip than Solano residents. Over the last five years, Solano residents' commute distance has been declining. The percentage of Solano residents living and working within the county have increased dramatically over the past few years—since 2001 it has increased by almost 30 percent. Contra Costa and Solano commuters travel almost twice the distance of San Francisco commuters. San Francisco and Santa Clara commuters have the shortest trips. In 2003, Napa commute distance appeared to be declining—it seems to have been more of an aberration than a trend as commute distances have moved closer to 2002 levels this year.

Table 14
Average One-way Commute Miles by County

County	1996	1999	2000	2001	2002	2003	2004
Contra Costa	19	21	22	23	20	22	22
Solano	23	27	27	25	25	23	21
Sonoma	19	21	20	20	19	18	18
Marin	16	17	18	18	17	17	17
Alameda	16	17	17	17	16	16	17
Napa	19	19	20	18	17	14	16
San Mateo	16	15	16	16	15	15	15
Santa Clara	14	14	14	12	14	15	14
San Francisco	9	11	12	13	11	10	12

Commute Time

Respondents were asked to estimate their "door-to-door " travel time to work. In 2002, the trend of increasing travel time to work took a dramatic turn in the other direction—decreasing from 34 to 30 minutes (Table 15). Travel times have mirrored the increases and decreases in economic activity. Economic activity hit its peak in 2000; as the economy started to cool down in 2001, travel times began to decrease and have continued to do so through 2003. In 2004, as job growth has picked-up, the decline in travel times has leveled off and even begun to increase slightly.

Based on the data gathered on distance and time, travel speeds were calculated. Following the same pattern as travel time, travel speeds (which had been increasing in 2002 and 2003) have leveled off and begun to decrease slightly (Table 15). Respondents' perceptions of commute conditions have also followed this same pattern. Supporting this trend, fewer respondents in 2004 indicated their commute had improved and more indicated it was either the same or somewhat worse (Table 27).

Table 15
Travel Time, Distance and Speed

	1992	1993	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004
Travel Time *(minutes)*	28	27	27	27	28	32	30	35	34	30	29	30
Trip Distance *(miles)*	16	15	14	15	15	17	17	17	17	16	16	16
Travel Speed *(mph)*	35	34	32	34	33	33	33	30	30	32	33	32

Auto-based modes and non-auto modes have considerably different travel characteristics (Table 16). The distance and time characteristics of drive-alone and carpool commuters are very similar. Commuters who drive alone tend to have the fastest travel speeds with carpoolers not far behind. Carpoolers who regularly use carpool lanes on their commute travel longer distances (29 miles each way) at about the same speed as those

driving alone. Transit users travel about the same distance as auto-based commuters but do so at slower average travel speeds. Transit riders travel longer distances than "other" mode commuters but do so at about the same speed.

Table 16
Travel Characteristics by Primary Mode

Mode	Distance	Time	Speed
Drive Alone *n=2,318*	17 miles	27 minutes	38 mph
Carpool *n=577*	16 miles	29 minutes	33 mph
Transit *n=461*	17 miles	47 minutes	22 mph
Other *n=194*	8 miles	22 minutes	22 mph

County Comparisons

Solano residents have the fastest estimated travel speeds on their daily commutes (Table 17). Napa and Sonoma residents have the next fastest speeds. Commuters who live in San Francisco have the slowest estimated travel speeds. Changes between 2003 and 2004 were minimal—commuters from most counties either maintained the same average speed or changed by one mile per hour. Looking all the way back to 1996 Contra Costa is the only county where commute speeds for residents have not decreased.

Table 17
Estimated Travel Speed (miles per hour) by County

County	1996*	1999	2000	2001	2002	2003	2004	Change 1996-2004
Solano	44	48	37	37	39	*41*	*40*	*-4*
Napa	43	45	38	39	37	*37*	*37*	*-6*
Sonoma	43	41	35	35	36	*37*	*37*	*-6*
San Mateo	37	34	31	30	34	*35*	*36*	*-1*
Contra Costa	35	39	32	33	34	*34*	*35*	*=*
Santa Clara	36	32	29	26	32	*35*	*34*	*-2*
Alameda	35	34	30	28	30	*33*	*33*	*-2*
Marin	31	33	27	28	30	*32*	*30*	*-1*
San Francisco	21	25	20	24	23	*21*	*23*	*-2*

*No survey was done in 1997 and the 1998 survey did not have a sample for each county.

Start Time and Flexibility

Predictably, the highest percentage of respondents starts work between 8 a.m. and 8:59 a.m. (Table 18). More than 80 percent of respondents start work during the morning peak period (6 a.m. to 9:59 a.m.). Since many of the survey calls were made in the evening (some were also made on weekends), people who start work between 4 p.m. and 11:59 p.m. may be underrepresented in this sample. Respondents were also asked about the flexibility of their arrival and departure times (Table 19). Arrival times at

home are somewhat more flexible than arrival times at work. Over 60 percent of commuters indicated they had some flexibility in their arrival times at home or work.

Table 18
Start Work Time

Start Time	Percent
6:00 – 6:59 am	8%
7:00 – 7:59 am	23%
8:00 – 8:59 am	33%
9:00 – 9:59 am	19%
10:00 am – 3:59 pm	11%
4:00 pm – 11:59 pm	0%
Midnight – 5:59 am	5%
Varies	2%
	n=3,607

Table 19
Flexibility of Arrival Times at Work and Home

	Arrival Time at Work	Arrival Time at Home
Very flexible	24%	25%
Somewhat flexible	34%	39%
Neutral	11%	12%
Inflexible	19%	16%
Very inflexible	12%	8%
n=	*3,593*	*3,592*

Carpool Lane Use

Just over 40 percent of respondents have a carpool lane along their route to work. Of those who have a carpool lane along their route to work, about 21 percent use the lane regularly to get to work. This translates to about nine percent of all commuters using a carpool lane; most of them (87 percent) save time by using the lane. The amount of time respondents estimated saving has continued to decline from a high of 23 minutes in 2001 (Table 20). The 15 minutes saved in 2004 was the smallest time-savings estimated since 1995. As noted the last couple years, the decreasing amount of time saved by using the carpool lane may be related to the adjacent mixed-flow lanes being less congested than they were three or four years ago.

Table 20
Minutes Saved (one-way) by Using Carpool Lane

	1993	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004
Minutes Saved	14	16	14	16	16	16	21	23	16	17	15
n=	*na*	*na*	*na*	*na*	*196*	*289*	*190*	*93*	*295*	*275*	*250*

Also consistent with the decrease in time saved this year and the downward trend over the last couple years was a decrease in the percentage of respondents who indicated the carpool lane influenced their decision to carpool or use transit (Table 21). In addition to fewer respondents indicating the carpool lane influenced their decision to carpool or use transit, an increasing percentage of commuters (63 percent) indicated they would continue with their carpool or transit mode even if the carpool lanes did not exist. Evidence here points to carpool lanes be a "less effective" motivator as overall congestion decreases. The percentage of respondents indicating they would no longer carpool or use transit without a carpool lane is at its lowest level.

Table 21

Carpool Lane and Commute Mode Choice

	1999	2000	2001	2002	2003	2004
Did a carpool lane influence your decision to use an HOV mode?						
Yes	60%	60%	69%	51%	51%	47%
No	40%	39%	31%	46%	47%	49%
Not Sure	0%	1%	0%	3%	2%	3%
n=	289	190	118	*358*	*346*	*305*
Would you continue to use an HOV mode without a carpool lane?						
Yes	64%	66%	60%	58%	61%	63%
No	26%	22%	32%	29%	25%	20%
Not sure	9%	12%	8%	13%	15%	17%
n=	289	190	118	*358*	*345*	*301*

County Comparisons

Santa Clara and Marin residents were most likely to report having a carpool lane along their route to work (Table 22). Napa County residents continue to have the lowest level of access to carpool lanes. Of those commuters who have a carpool lane along their route, Solano, Napa and Alameda residents are the most likely to use it. Solano County commuters make the longest trips and many of them travel along the congested Interstate 80 corridor where the carpool lane offers a significant advantage. In three counties (Napa, Contra Costa and Alameda), 90 percent or more of respondents indicated the carpool lane saves them time. Over 80 percent of respondents who used the carpool lanes from all counties indicated they save time by doing so.

The question which elicited the most varied response (when looked at on a county-by-county basis) addressed the influence of the carpool lanes on a respondent's decision to carpool or use transit. Alameda and Contra Costa residents were most heavily influenced by the presence of carpool lanes on their route to work. Santa Clara county residents were the least likely to indicate the carpool lane influenced their choice of travel mode.

Table 22
Carpool Lane Influence by County

	Access To Carpool Lane	Use of Carpool Lane	Save Time	Influence Decision
Alameda	49%	25%	92%	64%
Contra Costa	49%	18%	97%	77%
Marin	54%	20%	88%	59%
Napa	10%	27%	100%	46%
San Francisco	21%	23%	83%	29%
San Mateo	24%	16%	88%	29%
Santa Clara	56%	17%	83%	26%
Solano	27%	37%	82%	55%
Sonoma	31%	20%	83%	40%
n=	*3,513*	*1,251*	*265*	*260*
Region	**42%**	**21%**	**87%**	**49%**

Carpool Dynamics

The average carpool size is 2.6 persons (including the driver). If vanpoolers are included in the calculation the average increases to 2.8 persons per vehicle. For vanpools only, the average is nine persons per van. Household members and co-workers are the most common types of participants in carpools (Table 23). Casual carpoolers (i.e., carpools which are formed near transit stops on an informal basis with different drivers and passengers each day) make up approximately four percent of carpools.

Table 23
Carpool Make Up

	2003	2004
Household Members	33%	40%
Co-workers	42%	39%
Casual Carpool	8%	4%
Non-Household Relative	7%	5%
Friends or neighbors	6%	11%
Other	4%	2%
	n=222	*n=245*

Approximately 70 percent of carpoolers have been participating in a carpool for more than a year (Table 24). Over 40 percent have been participating for more than two years. The most common meeting location is at the home of one of the participants (Table 25). Only seven percent of carpools use a Park and Ride Lot.

Table 24
Carpool Duration

Less than a month	3%
One month to less than six	14%
Six months to less than one year	14%
More than one year but less than two	16%
2 - 5 years	36%
6-10 years	14%
11 or more years	3%
	n=245

Table 25
Where Do You Meet Your Carpool or Vanpool

Home	73%
Varies	12%
In Route	9%
Park and Ride Lot	7%
Daycare or school	0%
	n=245

Telecommuting

About a quarter (24 percent) of respondents have the option to telecommute rather than travel to work. This has been very consistent over the last four years with between 22 percent and 24 percent of employees having the option to telecommute. About 85 percent (up from 77 percent in 2003) of respondents who have the option to telecommute take advantage of it. Of those who telecommute:

- 20 percent do so one day per month,
- 48 percent do so two to four days per month,
- 32 percent do so five or more days per month.

The average telecommuter does so about four and a half (down from five and a half in 2003) days per month. This is a little lower than in previous years where the average was between five and six days per month.

Since one goal of telecommuting is to reduce vehicle trips, respondents were asked if they made more, the same or fewer trips on days when they telecommute compared with days when they commuted to work. In 2004, about seven of 10 telecommuters reported making fewer vehicle trips (Table 26). Although there have been changes from year to year, the long-term pattern is clear—most telecommuters make fewer trips on days they telecommute.

Table 26
Trips Made on Telecommuting Days

	1998	1999	2000	2001	2002	2003	2004
Fewer	60%	67%	74%	57%	69%	66%	71%
Same	35%	24%	20%	31%	22%	28%	24%
More	5%	9%	7%	13%	9%	6%	6%
n=	159	674	645	571	726	713	763

Changing Commute Conditions

Respondents' were asked if their commute conditions had changed over the last year. These data appear to mirror economic conditions. When the economy was booming (1999–2001), commuters indicated that travel conditions were getting worse. In 2002, commute conditions began to change—for the better—as the economy slowed. The percentage of respondents indicating conditions were "better" in 2002 was greater than the percentage of respondents indicating conditions were "worse" for the first time. In 2003, respondents' perceptions of their commute conditions continued to improve. In 2004, as the economy has started to improve, a greater percentage of commuters are again saying conditions are staying the same or getting worse and fewer are saying conditions are better (Table 27).

Table 27
Commute Conditions

	1999	2000	2001	2002	2003	2004
Better	17%	14%	14%	29%	30%	23%
Same	51%	43%	42%	46%	52%	58%
Worse	32%	44%	43%	25%	18%	20%
n=	3,606	3,529	3,517	3,479	3,519	3,544

The most commonly cited reason for improved conditions for the third year in a row is lighter traffic (Table 28). However, the percentage of respondents indicating traffic was lighter has dropped from 60 percent in 2002, to 49 percent in 2003, to just over 30 percent this year. For those whose commute had gotten worse, "heavier traffic" was once again the most commonly cited reason. Just less than half of respondents indicated traffic was heavier. This is similar to last year but well below the 1999-2001 period when over 70 percent of respondents were indicating that traffic had gotten heavier.

Table 28

How Commute Has Gotten Better or Worse

Better		Worse	
Traffic lighter	31%	Traffic heavier	49%
Moved home/job location	24%	Moved home/job location	10%
Roadway improvements	11%	Construction delays	7%
Changed route	7%	Transit slower/crowded	7%
Better transit service	4%	Changed route	3%
Travel at different time	6%	Road maintenance	2%
Changed mode	6%	Travel at different time	2%
Less road work	3%	Changed mode	1%
Other	9%	Other	19%

County Comparisons

In eight of nine counties, the percentage of commuters reporting improved conditions over the last year has declined. Only in Solano County has the percentage increased slightly (from 16 percent to 18 percent). Commuters who live in Santa Clara and Alameda counties were most likely to report improved commute conditions (Table 29). Commuters who live in Napa County were the least likely to report improved conditions. Conditions changed the least for San Francisco and San Mateo commuters. About 30 percent of respondents from five counties (Solano, Contra Costa, Sonoma, Napa and Marin) indicated conditions had gotten worse over the last year. In 2003, only one county was in the 30 percent range while others were lower.

Table 29
Change in Commute Conditions by County

County	Better	Same	Worse
Alameda *n=397*	25%	54%	21%
Contra Costa *n=391*	20%	50%	30%
Marin *n=393*	15%	58%	27%
Napa *n=394*	12%	59%	28%
San Francisco *n=391*	16%	68%	16%
San Mateo *n=398*	19%	67%	14%
Santa Clara *n=392*	32%	57%	11%
Solano *n=390*	18%	52%	31%
Sonoma *n=394*	15%	56%	29%

Respondents commuting by transit, carpool or bicycle on a regular basis were asked if it is easier, about the same or more difficult to use those modes now than it was a year ago. Transit users' opinions changed little over the last year (Table 30). Carpoolers were the most positive about the use of their modes and showed small signs of improvement compared with last year. Most bicycle commuters indicated conditions had not changed much over the last year. There was a steep drop in the percentage of bicycle commuters indicating conditions were easier, but the sample size is too small to make much of it.

Table 30
Ease of Using Transit, Carpooling and Bicycling for Work Trip

	Easier	More Difficult	Same	Change From Last Year
Transit *n=448*	22%	20%	59%	=
Carpool *n=213*	25%	6%	70%	+
Bicycle* *n=32*	9%	13%	78%	-

** note small sample size for bicycle respondents*

Parking and Employer Incentives

Identical to the last two years and similar to previous years almost eight of 10 respondents (79 percent) have free all-day parking available at or near their worksite. The influence on mode choice of destinations with and without free parking is substantial.[7] Locations with free parking have a drive-alone rate of 74 percent, while those without free parking have a drive-alone rate of 35 percent (Table 31). The difference in transit use is even greater than the difference in the drive-alone rate. For those with free parking, the transit use rate is five percent; for those without, it jumps to 42 percent. The effect of paid parking (and the services associated with densely populated job centers) on the decision to drive one's car or use transit is substantial.

Table 31
Free Parking and Travel Mode

	Free Parking Available	No Free Parking
Drive Alone	74%	35%
Carpool	17%	13%
Transit	5%	42%
Other	5%	10%
	n=2,799	n=759

The percentage of employers who encourage employees to use transit, carpool, bicycle and walk to work is consistent with earlier years (Table 32). *Commute Profile* data provide only an estimate of employer involvement because it is based on respondents' awareness and understanding of what their employer does. The sampling methodology is also designed to be representative of commuters from the nine counties—not necessarily a representative sample of all Bay Area employers. With this consideration, the data indicate that employers remain involved in providing commute assistance to their employees. The most common types of programs employers operate to encourage the use of commute alternatives are transit sales/subsidies and carpool or vanpool programs; incentives and tax breaks are also common programs employers offer to encourage the use of commute alternatives (Table 33).

Table 32
Employers Who Encourage Use of Commute Alternatives

	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004

[7] Although parking is the variable identified here, other conditions associated with parking are likely to have an influence on mode choice. In other words, paid parking may not be the causative variable itself—it may simply identify areas with specific characteristics. For example, in areas such as downtown San Francisco where free parking is scarce, there is also more transit service, more amenities within walking distance of offices and significant local congestion. The combination of conditions is what most likely influences behavior rather than any single factor.

Employers with Programs	34%	39%	41%	36%	39%	39%	41%	40%	39%	39%
n=	*3,056*	*382*	*3,295*	*1,516*	*3,530*	*3,472*	*3,460*	*3,429*	*3,446*	*3,598*

Table 33

Types of Employer Encouragement

Transit Ticket Sales/Subsidies	17%
Carpool or Vanpool Programs	16%
Incentives/Rewards	14%
Tax Breaks	14%
Provide Information	12%
Preferential carpool parking	6%
Bike Lockers/Showers	5%
Provides shuttle service	5%
Flexible Hours	3%
Support regional promotions	1%
Guaranteed Ride Home	1%
Encourage by example	1%
Limit parking supply	1%
Other	4%
	n=1,289

The drive-alone rate is about 13 percent lower at employer sites where the use of alternatives is encouraged (Table 34). The difference is considerably greater than the past few years where the difference was in the seven to eight percent range. The difference in the rate of transit use is greatest. Much of what employers do to encourage the use of commute alternatives relates to transit, such as transit ticket sales, transit ticket subsidies and tax breaks.

Table 34

Commute Modes with and without Employer Encouragement

	Drive Alone	Carpool	Transit	Other
Employer Encourages Alternative Modes *n=1,388*	58%	18%	18%	7%
Employer Does Not Encourage Alternative Modes *n=2,048*	71%	15%	10%	5%

Smaller employers, those with 50 or fewer employees, accounted for the largest percentage of respondents (Table 35). Just under half (47 percent) of respondents work for employers with 100 or fewer employees. The likelihood an employer will operate a program that encourages employees to use commute alternatives increases with employer size. Approximately a quarter (22 percent) of companies with fewer than 100 employees operate a

commute incentive program while almost 57% percent of larger companies (more than 100 employees) do something to encourage the use of commute alternatives.

Table 35
Employer Size

Employer Size (# of employees)	Percent of Respondents Employed	Percent Encouraging Alternatives Use
0 - 50	47%	22%
51 – 100	14%	36%
101 – 500	18%	49%
More than 500	21%	77%
n=	*3,533*	*3,379*

Vehicle availability

Almost all respondents (96 percent) to this survey have a vehicle available for their commute "always" or "sometimes" (Table 43a). For 89 percent a vehicle is always available. Availability varies a bit from county to county. San Francisco stands out as being the least auto dependent. Approximately 18 percent of San Francisco residents who responded to the survey "never" have a vehicle available for their commute. The variation between other counties is small. All Solano County respondents had vehicle availability at least some of the time.

As one might guess, vehicle availability has a strong influence on mode choice. For those who drive alone, 97 percent "always" have a vehicle available. For those who carpool, "always available" drops slightly to 92 percent, for those who use "other" modes it drops to 73 percent and for those who use transit as their primary commute mode it drops significantly to 59 percent.

Table 43a

Vehicle Availability by County

County	Always	Sometimes	Never
Alameda n=398	90%	6%	4%
Contra Costa *n=399*	91%	7%	2%
Marin *n=399*	95%	3%	2%
Napa *n=398*	93%	5%	2%
San Francisco *n=397*	69%	13%	18%
San Mateo *n=401*	94%	4%	2%
Santa Clara *n=399*	93%	6%	1%
Solano *n=400*	95%	5%	0%
Sonoma *n=400*	94%	4%	2%
Regional Average *n=3,590*	89%	7%	4%

Commute Profile 2004
Solano Highlights

- **Commute Distance:**
  - Solano residents' average commute distance is 21 miles and one of the longest in the Bay Area. This is only exceeded slightly by Contra Costa at 22 miles. This is the first year that Solano has not had the longest average distance. (See Table 14 in CP04 for historical data). Over the last five years, Solano residents' commute distance has been declining. This may reflect the increasing number of Solano residents who work in Solano County.
  - Despite public perception that commutes are getting significantly longer, the regional average commute distance has only varied between 14 and 17 miles since 1992. This year it is 16 miles (see Table 11).

- **Commute Modes:**
  - Solano has a higher than average drive alone rate and a low transit usage rate for commuting. Solano continues to have the highest car/vanpool rate in the region.

	Drive Alone	Car/Vanpool	Transit[1]	Other
Solano	**71%**	**22%**	**4%**	**4%**
Region	64%	16%	13%	6%

- **Travel Speed:**
  - At 40mph, Solano commuters enjoy the highest average travel speed in the region (see Table 17). However, the travel speed has decreased significantly since a high of 48mph in 1999.

- **Travel Conditions:**
  - Solano had the highest percentage of commuters (31%) who stated that commute conditions were worse than the previous year. Three other counties had a percentage at or nearing 30%. Of the five remaining counties, only 11%-21% of the commuters stated that the commute conditions had worsened.

- **Carpool Lane Usage:**
  - Solano commuters are some of the most likely to use a carpool lane: 27% have access to a carpool lane and 37% of those use the carpool lane. Over 80% say is saves time and 55% indicated it influenced their decision to carpool.

[1] Bus, ferry, rail

- **Employer Influence on Transit Usage:**
  - Regionwide, the study found that much of what employers do to encourage the use of commute alternatives relates to transit, such as transit ticket sales, transit ticket subsidies and tax breaks.

	Drive Alone	**Car/vanpool**	**Transit**[2]	**Other**
Employer **Does** Encourage Alternative Modes	58%	18%	**18%**	7%
Employer Does **Not** Encourage Alternative Modes	71%	15%	**10%**	5%

- **Vehicle Availability:**

  Solano residents had the highest rate of vehicle availability for commuting in the Bay Area. 100% of those surveyed had a vehicle available all the time (95%) or some of the time (5%). The regional average was 89% for all of the time, and 7% for some of the time.

[2] Bus, ferry, rail

DATE: September 1, 2005
TO: STA Board
FROM: Anna McLaughlin, Program Manager/Analyst
RE: Fall Campaign – Great Race for Clean Air

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.

One element of SNCI's Board Approved Work Program is to coordinate a Fall Campaign that promotes non-drive alone commute options in Solano and Napa counties.

Discussion:
Traditionally, SNCI staff works with the Regional Rideshare Program (RRP) each fall to deliver a coordinated regional campaign with a local focus to residents and employees of Solano and Napa counties. As of July 1, 2005 a new contractor – Parsons Brinckerhoff (PB), now administers the major elements of MTC's RRP. As PB is only a few months into their contract, they are not coordinating a 2005 Fall Campaign and are concentrating on developing their marketing plan for the future.

This year a new campaign, the Great Race for Clean Air is being promoted and is in lieu of previous fall campaigns such as Rideshare Thursdays and Rideshare Week. The Bay Area Air Quality Management District (BAAQMD) is promoting the Great Race for Clean Air during the month of September. SNCI and other Transportation Demand Management organizations are working together to support this campaign on a local level.

Registrants that complete 4 modes in 4 weeks will be eligible for a grand prize car-free weekend vacation for two to Santa Barbara. The Grand Prize was originally provided by the BAAQMD. In late July and early August, the STA made both print and radio advertising commitments publicizing the Santa Barbara prize. On August 16th SNCI staff was informed that BAAQMD would not be providing a Santa Barbara trip as a prize. In order to honor the campaign publicity that STA had already completed, STA agreed to provide the Santa Barbara prize for Solano and Napa participants. With this change, the SNCI Program remains under budget for the Fall Campaign.

The Great Race for Clean Air is an effort to encourage individuals to use alternative transportation – carpool, vanpool, transit, bike or walk – for any type of trip. Participants simply try 4 modes in 4 weeks during the month of September and submit their photos or descriptions to SNCI to be eligible to win prizes. SNCI's efforts to promote the Great Race include an employer element and a general public outreach element.

The employer element of the Great Race for Clean Air includes an employer mailing that went out to approximately 450 employers in Solano and Napa counties. This mailing included flyers to post in the workplace, tips on promoting the campaign, reproducible paycheck inserts, and forms to order additional campaign, transit and ridesharing materials. Calls were also made to these employers to encourage and document their participation. Additionally, Great Race flyers were inserted into the following Chamber of Commerce newsletters: Vallejo, Dixon, Napa, and St. Helena.

The general public outreach element of the Great Race for Clean Air includes radio advertising on KUIC in Solano County and KYON/KVYN in Napa County. Radio spots began running on August 22nd and will run through the month of September. Print ads were placed in the following monthly direct mail publications: Dixon Round-Up, Vacaville Grapevine, Fairfield-Suisun Breeze, Vallejo-Benicia Grapevine, and the Napa Valley Marketplace.

Recommendation:
Informational.

STA
Solano Transportation Authority

DATE: September 7, 2005
TO: STA Board
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

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

Fund Source	**Application Available From**	**Application Due**
San Francisco Bay Trail Grant Program	Maureen Gaffney, Bay Trail (510) 464-7909	**Open until all funds are allocated**
BAAQMD Vehicle Incentive Program (VIP)	Andrea Gordon, BAAQMD (415)-749-4940	**Due September 19, 2005**
California State Parks, Habitat Conservation Fund	David Smith, Cal DPR, (916) 651-8576	**Due October 3, 2005**
California State Parks, Recreational Trails Program	David Smith, Cal DPR, (916) 651-8576	**Due October 3, 2005**
Caltrans Transportation Planning Grant – Environmental Justice / Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	**Due October 14, 2005**
Caltrans Transportation Planning Grant – Community-Based Transportation Planning	Stuart Mori, Caltrans, (916) 651-8204	**Due October 14, 2005**
Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning	Garth Hopkins, Caltrans, (916) 654-8175	**Due October 14, 2005**
Caltrans Transportation Planning Grant – Partnership Planning	Garth Hopkins, Caltrans, (916) 654-8175	**Due October 14, 2005**
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong Coalition, (303) 449-4893	**Due November 28, 2005**

Solano Transportation Authority

FUNDING OPPORTUNITY:

San Francisco Bay Trail Grant Program

The application period is open until all funds are allocated

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors:	Cities, counties, special districts, state government agencies, federal government agencies, land trusts, non-profit organizations are eligible to apply.
Program Description:	This is a grant program to aid in trail planning and construction projects that complete gaps in the Bay Trail.
Funding Available:	$3,800,000 is available from Proposition 40 to fund projects that complete the Bay Trail. There is no minimum or maximum grant. Previous grants range from $14,000 to $500,000.
Eligible Projects:	Maximize development of new trail miles by: • Planning Studies • Trail Design Work • Feasibility Studies • Construction of new Bay Trail Segments and associated amenities (50% match is competitive for construction) Previously awarded Solano Projects: • Benicia State Recreation Area Bay Trail ($100,000) • Solano Countywide Trails Plan ($46,000) * Mitigation projects and permit work are not eligible. Projects funded under this grant must be able to demonstrate that all proposed work will be completed by no later than **June 30, 2007.**
Funding Contact:	Maureen Gaffney, Bay Trail, (510) 464-7909
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075 sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

Bay Area Air Quality Management District
Vehicle Incentives Program (VIP)

Application due September 19, 2005

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Bay Area Air Quality Management District's Vehicle Incentives Program (VIP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Public agencies located within the jurisdiction of the Bay Area Air Quality Management District (Air District) are eligible to apply.
Program Description:	The Vehicle Incentive Program (VIP) is a grant that helps project sponsors acquire low emission, alternative fuel vehicles
Funding Available:	$500,000 is allocated for FY 2005/06. Maximum grant request is $100,000. If there are funds after March 2006, maximum grant awarded agencies may request additional funding up to $150,000.
Eligible Projects:	• New and Used Low emissions vehicles • Vehicles must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines. (except for hybrid electrics, vehicles with the ability to run on gasoline or diesel fuel are not eligible). • The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard. • 75% of vehicle operation must be in the BAAQMD Air District
Further Details:	http://www.baaqmd.gov/pln/grants_and_incentives/vip/index.asp
Program Contact Person:	Andrea Gordon, BAAQMD, (415)-749-4940 agordon@baaqmd.gov
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075 sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

California State Parks
Habitat Conservation Fund

Applications due October 3, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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.
Examples of Previous Awards:	Acquisition and restoration of habitat • 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 • Wildlife/Interpretive/Educations trails City of Sacramento – William Land Park Rec Trail $122,000 FY 04/05
Further Details:	http://www.parks.ca.gov → "Grants and Bond Acts"
Program Contact Person:	David Smith, Cal DPR, (916) 651-8576, dsmith@parks.ca.gov
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075, sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

California State Parks
Recreational Trails Program

Applications due October 3, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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 $2.2 million per year will be available for non-motorized projects and about $1.0 million for motorized projects based on the federal Fiscal Year 2003 appropriation. Minimum match of 20%.

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 Person: David Smith, Cal DPR, (916) 651-8576, dsmith@parks.ca.gov

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

Solano Transportation Authority

FUNDING OPPORTUNITY:

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

Applications due October 14, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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 Person: Norman Dong, Caltrans, Norman_dong@dot.ca.gov (916) 651-6889

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

Solano Transportation Authority

FUNDING OPPORTUNITY:

Caltrans Transportation Planning Grant
Community-Based Transportation Planning

Applications due October 14, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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:	Projects should involve conceptual-level planning and design activities that encourage community stakeholder collaboration and promote livable community concepts. Example FY 05/06 Recipients: Los Rios Transportation Connections, Sacramento County - $119,450 Santa Rosa Citywide Creek Master Plan, Sonoma County - $110,000
Further Details:	http://www.dot.ca.gov/hq/tpp/grants.htm
Program Contact Person:	Stuart Mori, Caltrans, stuart_mori@dot.ca.gov (916) 651-8204
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075, sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

Caltrans Transportation Planning Grant
FTA 5313(b) Transit Planning

Notice of Intent due to MTC by September 14, 2005
Applications for review by MTC need by September 30, 2005
Complete applications due to Caltrans on October 14, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to a 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 5313(b) for FY 05/06 (with last cycle examples):

Statewide Transit Planning Studies: $950,000 available with a grant cap of $350,000. (SRTP, County of Sacramento, $56,000)
Transit Technical Planning Assistance: $750,000 available with a grant cap of $100,000. (Community Transit Connections Study, Yolo/SACOG/Unitrans $14,150). (Northern Napa Valley Transportation Assistance Plan, $45,000)
Transit Professionals Development: $150,000 available with a grant cap of $50,000. (Citywide Transportation Hazard Elimination Plan, Contra Costa, $45,000).

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, Nancy Okasaki (510) 817-5759

Program Contact Person: Garth Hopkins, Caltrans, Garth_Hopkins@dot.ca.gov (916) 654-8175

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

Solano Transportation Authority

FUNDING OPPORTUNITY:

Caltrans Transportation Planning Grant
Partnership Planning

Notice of Intent due to MTC by September 14, 2005
Applications for review by MTC need by September 30, 2005
Complete applications due to Caltrans on October 14, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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:	$950,000 in FHWA State Planning and Research funds available in FY 05/06. Maximum grant amount is $300,000. 20% non-federal funds or in-kind local match required.
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 Person:	Garth Hopkins, Caltrans, Garth_Hopkins@dot.ca.gov (916) 654-8175
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075, sshelton@sta-snci.com

Solano Transportation Authority

FUNDING OPPORTUNITY:

Bikes Belong Grant Program

Due by November 28, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors:	Cities and the County of Solano are eligible.
Program Description:	Bikes Belong is offering grants to address four specific goals: Ridership growth, leveraging funding, building political support, and promoting cycling.
Funding Available:	Grants are available up to $10,000. This program is intended to provide funding for local matches for larger fund sources.
Eligible Projects:	Eligible projects include bicycle facility improvements, education, and capacity projects.
Previously Funded Projects:	• North-South Greenway, Marin County, $10,000 • Sacramento Area Bike Trails, Sacramento Area Bicycle Advocates, $10,000 • YMCA City Bike Education Program, San Francisco, $5,000
Funding Contact:	Elizabeth Train, Grants Program Administrator Bikes Belong Coalition http://bikesbelong.org 1245 Pearl Street, Suite 212 Boulder, Colorado 80302-5253 (303) 449-4893
STA Contact Person:	Sam Shelton, Planning Assistant, (707) 424-6075 sshelton@sta-snci.com