



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

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

MEETING NOTICE

Thursday, February 6, 2003

PLEASE NOTE: CHANGE IN MEETING DAY

**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 Chair Spering

II. APPROVAL OF AGENDA (6:00 – 6:05 p.m.)

III. 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 Kim Cassidy, Clerk of the Board, at 707.424.6075 during regular business hours, at least 24 hours prior to the time of the meeting.

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

STA Board Members:

- | | | | | | | | |
|---------------------|---------------------|-----------------|--------------------|-------------------|-------------------|-----------------|------------------|
| Jim Spering, Chair | Karin MacMillan, VC | Pierre Bidou | Mary Ann Courville | Marci Coglianese | Len Augustine | Dan Donahue | John Silva |
| City of Suisun City | City of Fairfield | City of Benicia | City of Dixon | City of Rio Vista | City of Vacaville | City of Vallejo | County of Solano |

**V. COMMENTS/UPDATE FROM STAFF,
CALTRANS AND MTC (6:15- 6:45 p.m.)**

- A. Caltrans Report** Yader Bermudez
- B. MTC Report**
- C. Discussion of Expanded MTC/CMA Work Program** Daryl Halls

VI. CONSENT CALENDAR

*Recommendation: Approve the following consent items in one motion
(Note: Items under consent calendar may be removed for separate discussion)
(6:45-6:50 p.m.) – Pg 11*

- A. Approve STA Board Minutes of January 8, 2003** Kim Cassidy
Recommendation: Approve the minutes of January 8, 2003 – Pg 13
- B. Approve Draft TAC Minutes of January 22, 2003** Kim Cassidy
*Recommendation: Receive and file draft TAC minutes
of January 22, 2003– Pg 21*
- C. Application for the FTA Section 5310
Program to Replace Two Solano Paratransit Vehicles** Robert Guerrero
*Recommendation: Approve the following:
1) Authorize staff to submit an application for the FTA Section
5310 Program for purposes of replacing two Solano Paratransit
vehicles and 2) Request transit operators from the Solano
Paratransit service areas write a letter of support to include into
the STA's FTA Section 5310 application submittal
– Pg 27*
- D. YSAQMD Clean Air Applications** Robert Guerrero
- 1.) Route 30
 - 2.) Solano Bikelinks Map
 - 3.) Commuter Incentives
 - 4.) Route 40
- Recommendation: Approve the following:
1) Authorize STA staff to submit YSAQMD Clean Air Applications for the
following projects:*
- A. CityLink Route 30 Bus Service for \$20,000
 - B. 2003 Solano-Yolo BikeLinks Map for \$7500
 - C. Commuter Incentives Program for \$10,000,
- 2) Support the City of Vacaville's Clean Air application for
Solano BART Express (Route 40) in the amount of \$30,000 and*

3) Direct STA staff to prioritize submittals to the screening committee
– Pg 29

- E. 2003-04 TFCA 40% Program Manager Guidelines And Call for Projects** Robert Guerrero
Recommendation: Approve the following:
1) 2003-04 TFCA Program Manager Guidelines and
2) Authorize staff to initiate a Call for Projects
for the TFCA Program Manager funds – Pg 31
- F. Legislative Update** Janice Sells
Approve the following:
1) ACA 7 (Dutra) – Support and
2) SCA 2 (Torlakson) - Watch – Pg 39
- G. Abandoned Vehicle Abatement Program Equipment Request** Janice Sells
Recommendation: Approve the purchase of Abandoned Vehicle Abatement Program equipment for the City of Vallejo in the amount of \$7545.59 – Pg 49
- H. STIP-TAP Agreement 2002/2003** Mike Duncan
Recommendation: Authorize the Executive Director to enter into a Funding Agreement with MTC for FY 2002-2003 STIP-TAP funds for \$100,000 -Pg 61

VII. ACTION ITEMS - FINANCIAL

- A. Route 30 Revised Shared Funding Agreement** Elizabeth Richards
Recommendation: Approve the funding shares for Route 30 for FY 2002-03 and FY 2003-04 as shown in Attachment A (6:50-6:55 p.m.) – Pg 71
- B. STA's FY 2001/02 Annual Audit and Financial Reports** Gary Caporicci, Caporicci, Cropper & Larson
Recommendation: Accept the Annual Audit of STA's FY 2001/02 Budget (6:55-7:00 p.m.) – Pg 77
- C. Jepson Parkway Funding Reallocations** Mike Duncan
Recommendation: 1. Authorize the Executive Director to use Federal funds from the \$12.1 M Federal earmark for the Jepson Parkway to complete the Federal Environmental Impact Study/Report for the Jepson Parkway, including \$185,000 in additional funding and up to \$200,000 to replace programmed 2002 STIP funds, 2. Authorize the Executive Director to use

Federal funds from the \$12.1M Federal Earmark for the Jepson Parkway to substitute for STIP funds that are programmed for project segments moving to the construction phase, if STIP allocations are delayed due to CTC actions, and
 3. *Direct the Executive Director to ensure the funding levels for all segments approved in February 2002 by the STA Board are maintained by programming STIP funds or future Federal entitlements to replace Federal funds that are redistributed to the FEIS/R and/or other segments*
 (7:00-7:05 p.m.) – Pg 81

VIII. ACTION ITEMS – NON FINANCIAL

- | | | |
|-----------|---|-------------|
| A. | Federal Earmarks for TEA 3 <i><u>Recommendation:</u> Approve the following:</i> 1. <i>Approve federal reauthorization earmark requests for the STA's four priority projects as specified in attachment A: 2. Approve inclusion of Travis Air Force Base access improvements as part of Jepson Parkway earmark request and 3. Approve inclusion of Leisure Town Park and Ride Lot as part of Jepson Parkway earmark request</i> (7:05-7:15 p.m.) – Pg 87 | Daryl Halls |
|-----------|---|-------------|

IX. INFORMATION ITEMS–

- | | | |
|-----------|--|----------------|
| A. | State Budget Update <i><u>Informational</u></i> – Pg 91 (No Discussion Necessary) | Daryl Halls |
| B. | Multi-Modal Travel Demand Model Status <i><u>Informational</u></i> – Pg 101 | Dan Christians |
| C. | STA/YSAQMD Transportation Land Use Conference and “Toolkit” <i><u>Informational</u></i> – Pg 111 | Dan Christians |
| D. | ABAG Draft 2003 Projections <i><u>Informational</u></i> – Pg 117 | Dan Christians |
| E. | Transportation Improvement Program (TIP) Conformity Status <i><u>Informational</u></i> – Pg 129 | Mike Duncan |
| F. | Highway Projects Status Report <i><u>Informational</u></i> – Pg 131 | Mike Duncan |

G. Funding Opportunities Summary
Informational – Pg 135

Robert Guerrero

X. BOARD MEMBERS COMMENTS

XI. ADJOURNMENT

(Next meeting: March 12, 2003, Suisun City Hall)

*Agenda Item IV
February 6, 2003*



MEMORANDUM

DATE: January 28, 2003
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – February 2003

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.

State Budget Update (*)

Attached is the most recent legislative memo from Shaw/Yoder outlining the Governor's current proposal and providing an update on most recent legislative deliberations and actions. The California Transportation Commission has delayed the approval of any new allocation of State Highway Account funds for TCRP and STIP projects. Members of the State Legislature and various transportation advocates have begun to discuss various revenue opportunities to offset potential cuts in transportation funds. Options being discussed include: lowering the voter threshold to 55%, passage of a statewide gas tax for transportation, passage of a statewide sales tax initiative for transportation (similar to SCA 3 considered previously), and some type of state bonding or GARVEE bonds. At the meeting, staff will provide an update on state funded projects and state budget and CTC deliberations.

Meetings with State Legislators

Members of the STA Board are scheduled to meet with Solano County's State Legislators during the next few weeks. The meeting will focus on the potential impacts of the State budget on priority projects, the priorities for a potential \$3 bridge toll bill, and MTC/ABAG merger legislation. The STA's delegation is scheduled to meet with State Senator Mike Machado on January 29, 2003 and Assembly Member Patricia Wiggins on January 30, 2003. Staff is working to schedule a meeting with State Senator Wes Chesbro in early February and potentially a follow up meeting with Assembly Member Lois Wolk.

STA Federal Earmark Priorities (*)

Staff is preparing for the STA Board's advocacy trip to Washington D.C. scheduled for early April 2003. The STA Board has identified four project priorities for potential federal earmarks:

1. I-80/680/SR 12 Interchange
2. Jepson Parkway
3. Vallejo Intermodal Station
4. Fairfield/Vacaville Intermodal Station

Staff is requesting Board support for the project specific earmark requests and specified amounts of funding per project.

Expanded MTC/CMA Work Plan -Transportation/Land Use (*)

Over the past year, staff has kept the Board apprised of a multitude of regional policies discussions taking place at the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and among the nine Bay Area Congestion Management Agencies (CMAs). In December 2002, MTC staff forwarded to the CMAs a proposal to potentially expand the MTC/CMA partnership pertaining to transportation and land use. The Bay Area CMA directors have begun to meet to consider this request and are in the process of developing the specific work task for expanding this partnership. At the request of the STA's Executive Committee, staff has scheduled a presentation and short study session at the beginning of the STA Board meeting to provide for a more detailed presentation by staff and more time for discussion and deliberation by members of the STA Board.

Impressive Panel of Speakers on Tap for Transportation/Land Use Conference

A distinguished panel of elected officials and top agency staff have accepted our invitation to serve as panelists, moderators, and guest speakers at the STA/YSAQMD's Transportation/Land Use/Air Quality Conference on April 11th at the Travis Federal Credit Union in Vacaville. Confirmed elected officials include: Assembly Member Lois Wolk, former Assembly Member and new Yolo County Supervisor Helen Thomson, Solano County Supervisors Duane Kromm and John Vasquez, and STA Board Members Len Augustine, Marci Coglianese, Mary Anne Courville and Jim Spring. This week, Diane Eidam, the Executive Director for the California Transportation Commission, has agreed to serve on a panel with MTC's Steve Heminger and SACOG's Marty Tuttle.

FY 2001/02 Annual Audit Completed and Reagendized (*)

Last month, the STA's auditing firm of Caporicci, Cropper & Larson has completed the annual audit of the STA FY 2001/02 budget. This item was tabled at last month's meeting to provide Board Members with sufficient time to review the document. A representative from Caporicci is scheduled to attend, provide a brief summary and answer any questions that you may have. I want to acknowledge the efforts of Kim Cassidy, Administrative Services Director, and Heather Solaro, City of Vacaville for their efforts towards making this effort a success.

Funding for Route 30 Transit Service to Sacramento (*)

Last month, the STA Board approved the revised route and service hours and a modified fare structure for Transit Route 30. This month, staff returns with the funding plan to fund the new service that will extend transit service from Solano to Sacramento.

Attachments:

Attached for your information are any key correspondence, the STA's list of acronyms and an update of the STA meeting calendar. Transportation related newspaper articles will be included with your Board folders at the meeting.

Solano Transportation Authority
Acronyms List
Updated 12/30/02

| | | | |
|----------|---|-------|--|
| ABAG | Association of Bay Area Governments | ISTEA | Intermodal Surface Transportation Efficiency Act |
| ADA | Americans with Disabilities Act | | |
| APDE | Advanced Project Development/Element (STIP) | ITIP | Interregional Transportation Improvement Program |
| AQMP | Air Quality Management Plan | ITS | Intelligent Transportation System |
| BAAQMD | Bay Area Air Quality Management District | JARC | Jobs Access Reverse Commute |
| BAC | Bicycle Advisory Committee | JPA | Joint Powers Agreement |
| BCDC | Bay Conservation and Development Commission | LTA | Local Transportation Authority |
| CALTRANS | California Department of Transportation | LEV | Low Emission Vehicle |
| CEQA | California Environmental Quality Act | LIFT | Low Income Flexible Transportation |
| CARB | California Air Resource Board | LOS | Level of Service |
| CCTA | Contra Costa Transportation Authority | LTF | Local Transportation Funds |
| CHP | California Highway Patrol | MIS | Major Investment Study |
| CIP | Capital Improvement Program | MOU | Memorandum of Understanding |
| CMA | Congestion Management Agency | MPO | Metropolitan Planning Organization |
| CMAQ | Congestion Mitigation and Air Quality | MTC | Metropolitan Transportation Commission |
| CMP | Congestion Management Program | MTS | Metropolitan Transportation System |
| CNG | Compressed Natural Gas | NEPA | National Environmental Policy Act |
| CTA | County Transportation Authority | NCTPA | Napa County Transportation Planning Agency |
| CTC | California Transportation Commission | NHS | National Highway System |
| CTEP | County Transportation Expenditure Plan | OTS | Office of Traffic Safety |
| CTP | Comprehensive Transportation Plan | PCC | Paratransit Coordinating Council |
| DBE | Disadvantage Business Enterprise | PCRCP | Planning and Congestion Relief Program |
| DOT | Federal Department of Transportation | PDS | Project Development Support |
| EIR | Environmental Impact Report | PDT | Project Delivery Team |
| EIS | Environmental Impact Statement | PMP | Pavement Management Program |
| EPA | Federal Environmental Protection Agency | PMS | Pavement Management System |
| | | PNR | Park and Ride |
| FHWA | Federal Highway Administration | POP | Program of Projects |
| FTA | Federal Transit Administration | PSR | Project Study Report |
| GARVEE | Grant Anticipation Revenue Vehicles | RABA | Revenue Alignment Budget Authority |
| GIS | Geographic Information System | REPEG | Regional Environmental Public Education Group |
| HIP | Housing Incentive Program | RFP | Request for Proposal |
| HOV | High Occupancy Vehicle | RFQ | Request for Qualification |
| | | RTEP | Regional Transit Expansion Policy |

| | | | |
|--------|--|---------|--|
| RTIP | Regional Transportation Improvement Program | TRAC | Trails Advisory Committee |
| RTMC | Regional Transit Marketing Committee | TSM | Transportation Systems Management |
| RTP | Regional Transportation Plan | UZA | Urbanized Area |
| RTPA | Regional Transportation Planning Agency | VTA | Valley Transportation Authority (Santa Clara) |
| SACOG | Sacramento Area Council of Governments | W2Wk | Welfare to Work |
| SCTA | Sonoma County Transportation Authority | WCCCTAC | West Contra Costa County Transportation Advisory Committee |
| SHOPP | State Highway Operational Protection Program | YSAQMD | Yolo/Solano Air Quality Management District |
| SNCI | Solano Napa Commuter Information | ZEV | Zero Emission Vehicle |
| SOV | Single Occupant Vehicle | | |
| SMAQMD | Sacramento Metropolitan Air Quality Management District | | |
| SP&R | State Planning and Research | | |
| SRITP | Short Range Intercity Transit Plan | | |
| S RTP | 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 | | |
| TAZ | Transportation Analysis Zone | | |
| TCI | Transit Capital Improvement | | |
| TCM | Transportation Control Measure | | |
| TCRP | Transportation Congestion Relief Program | | |
| TDA | Transportation Development Act | | |
| TEA | Transportation Enhancement Activity | | |
| TEA-21 | Transportation Efficiency Act for the 21 st Century | | |
| TDM | Transportation Demand Management | | |
| TFCA | Transportation for Clean Air Funds | | |
| TIP | Transportation Improvement Program | | |
| TLC | Transportation for Livable Communities | | |
| TMTAC | Transportation Management Technical Advisory Committee | | |
| TOS | Traffic Operation System | | |

STA MEETING SCHEDULE (For The Calendar Year 2003)

| DATE | TIME | DESCRIPTION | LOCATION | CONFIRMED |
|----------|------------|---|-------------------------------------|-----------|
| Feb. 5 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| Feb. 6 | 1:30 p.m. | STA / NCTPA Joint Meeting | NCTPA Offices | X |
| Feb. 6 | 6:00 p.m. | Bicycle Advisory Committee | STA Conference Room | X |
| Feb. 19 | 10:00 a.m. | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| Feb. 19 | 1:30 p.m. | Technical Advisory Committee | STA Conference Room | X |
| Feb. 20 | 9:00 a.m. | CCTA / STA Joint Meeting | Benicia City Hall | X |
| Mar. 12 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| Mar. 21 | 12:30 p.m. | Paratransit Coordinating Council | FF Committee Center/Conference Rm. | X |
| Mar. 26 | 10:00 a.m. | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| Mar. 26 | 1:30 p.m. | Technical Advisory Committee | STA Conference Room | X |
| March 31 | | Washington D.C. Trip Depart | Washington D.C. | |
| Apr. 3 | | Washington D.C. Trip Return | | |
| Apr. 3 | 6:00 p.m. | Bicycle Advisory Committee | STA Conference Room | X |
| Apr. 9 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| Apr. 30 | 10:00 a.m. | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| Apr. 30 | 1:30 p.m. | Technical Advisory Committee | STA Conference Room | X |
| May 14 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| May 16 | 12:30 p.m. | Paratransit Coordinating Council | FF Committee Center/ Conference Rm. | X |
| May 28 | 10:00 a.m. | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| May 28 | 1:30 p.m. | STA Board Meeting | STA Conference Room | X |
| June 5 | 6:00 p.m. | Bicycle Advisory Committee | STA Conference Room | X |
| June 11 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| June 25 | 10:00 a.m. | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| June 25 | 1:30 p.m. | Technical Advisory Committee | STA Conference Room | X |
| July 9 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| July 18 | 12:30 p.m. | Paratransit Coordinating Council | FF Committee Center/Conference Rm. | X |
| July 30 | 10:00 a.m. | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| July 30 | 1:30 p.m. | Technical Advisory Committee | STA Conference Room | X |

| | | | | |
|----------|------------|---|------------------------------------|---|
| August 7 | 6:00 p.m. | Bicycle Advisory Committee | STA Conference Room | X |
| Sept. 10 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| Sept. 19 | 12:00 p.m. | Paratransit Coordinating Council | FF Committee Center/Conference Rm. | X |
| Sept. 24 | 10:00 a.m. | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| Sept. 24 | 1:30 p.m. | Technical Advisory Committee | STA Conference Room | X |
| Oct. 2 | 6:00 p.m. | Bicycle Advisory Committee | STA Conference Room | X |
| Oct. 8 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| Oct. 29 | 10:00 a.m. | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| Oct. 29. | 1:30 p.m. | Technical Advisory Committee | STA Conference Room | X |
| Nov. 12 | 5:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| Nov. 12 | 6:00 p.m. | STA 6 th Annual Awards | Suisun City Community Center | X |
| Nov. 21 | 12:30 p.m. | Paratransit Coordinating Council | FF Committee Center/Conference Rm. | X |
| Dec. 4 | 6:00 p.m. | Bicycle Advisory Committee | STA Conference Room | X |
| Dec. 10 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |
| Dec. | TBD | Solano Links Intercity Transit Consortium | STA Conference Room | X |
| Dec. | TBD | Technical Advisory Committee | STA Conference Room | X |
| Dec. 10 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | X |



SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

January 29, 2003

To: Board Members, Solano Transportation Authority (STA)
Daryl Halls, Executive Director

Fm: Shaw / Yoder, Inc.

RE: STATUS REPORT

General Outlook

The State continues to deal with the massive budget deficit, estimated to be \$34.6 billion by the Governor. The budget negotiations, without question, will dominate most of the Legislature's discussions this year.

On January 10, 2003, the Governor presented his plan to address the budget crisis. Shaw / Yoder, Inc., summarized the key provisions of the proposal, as they relate to STA, at that time. As discussed in that memo, the Governor did not propose taking any additional transportation revenue cuts or reversions than was already disclosed in his Mid-Year Reductions released on December 6, 2002. Attached is a copy of the transportation cuts proposed by the Administration.

1. Legislative Action

Last week, both the Senate and the Assembly acted on the Governor's Proposed Mid-Year Reductions. Both Houses chose to defer the vast majority of the transportation items until the full budget negotiations later in the year. However each House did take some action. These are:

- **Assembly** – Defer payback of \$500 million from General Fund to the Traffic Congestion Relief Fund until 2004-05. Loan \$10 million from the Traffic Congestion Relief Fund (TCRF) to the General Fund. Loan \$90 million from the TCRF to the State Highway Account so local governments are guaranteed their second, third and fourth quarter scheduled reimbursements.
- **Senate** – Transfer \$100 million from the TCRF to the General Fund.

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

2. STIP

The California Transportation Commission continues to grapple with an estimated \$4 billion shortfall in the State Transportation Improvement Program over the next four years. The Commission has been meeting with various transportation agencies and representatives to develop mechanisms to best deal with this funding shortfall. No actions have been proposed, however several items are pending or under consideration. These are:

- CTC has stopped new allocations for the January and February Commission meetings.
- CTC is working with the Regional Transportation Planning Agencies to develop a cash-flow analysis for projects already underway.
- CTC is awaiting the introduction of legislation to address the revenue shortfall in the STIP associated with lower truck weight fee collections. This measure would alleviate approximately \$1.1 billion of the estimated \$4 billion shortfall in the STIP.
- CTC is open to legislative remedies to address the shortfall in the STIP, including the possibility of a gas tax increase.

3. TCRP

The Traffic Congestion Relief Program, adopted by the Legislature and the Governor just a few years ago, is in serious jeopardy. CTC and Caltrans have stopped allocating new projects under this Program based on the Governor's Mid-Year Reduction Proposals, which effectively eliminates this Program for the foreseeable future. This has caused much consternation for those agencies listed to receive TCRP funding. More will be known when the Legislature formally addresses this issue later in the year.

4. Opportunity?

Transportation advocates continue to meet to develop strategies and actions to best preserve and maintain transportation funding. However, the meetings have not only centered on maintaining existing funds, but have begun to consider ideas to create a long-term "fix" for transportation, thereby creating a stable, dependable revenue stream. Items under consideration are:

- Lowering of the voting threshold for transportation sales tax measures.
- Increased excise tax.
- Bonding ability.

More specifically, transportation advocates are convening a task force to develop recommendations and proposals to augment transportation resources to offer the Legislature in the coming months. One item under particular discussion is lowering of the voter threshold for passing transportation sales tax measures. Advocates are considering the best and most feasible mechanism to implement this proposal. Shaw / Yoder, Inc. is on this task force and will report progress made in these critical discussions.

5. Conclusion

This is a fragile time for transportation agencies. More questions than answers are available. However, the Legislature has shown a willingness to resist the Governor's budget proposals, at least as they relate to transportation. Assemblyman John Dutra (D – Fremont), Chair of the Assembly Transportation Committee, went so far as to say in public that, "I would not vote for suspending Proposition 42 if a gun was held to my head." This is encouraging for transportation advocates and offers leverage for future negotiations with the Governor and the Legislature. We will continue to provide updates and reports as more information is known.



DATE: January 28, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: MTC/CMA Partnership – Transportation/Land Use

Background:

Beginning in January 2002, the Metropolitan Transportation Commission has hosted four meetings of its key transportation partners, known as the "Partnership Board." The "Partnership Board" was reconvened in response to comments received from the Bay Area CMA Association and Regional Transit Operators pertaining to several regional policies and programs outstanding pursuant to MTC's adoption of the RTP in December 2001. MTC's "Partnership Board" consists of the Executive Directors of the nine Congestion Management Agencies, General Managers of the Regional Transit Operators, Caltrans, MTC, BAAQMD, and Federal EPA. Members of the Partnership Board have prepared policy papers for the following topics:

1. 100% Transit Capital Shortfall
2. Lifeline Transit
3. Air Quality Conformity
4. Proposition 42 Implementation and Impacts
5. TEA 21 Reauthorization
6. SB 45 Review
7. Regional Bicycle Plan
8. Regional TLC/HIP Programs

STA staff prepared the policy paper for the Regional Bicycle Plan.

TEA 3 - Cycle 1

The regional discussion has also focused on establishing priorities for the next Federal funding cycle. This will be the first cycle to commence as part of the third federal reauthorization (currently titled TEA 3). The new reauthorization is under development and the sixth and final year of TEA 21 is scheduled to expire September 30, 2003. Historically, MTC has used federal cycle monies to fund regional programs, transit capital replacement, road rehabilitation and various corridor related projects such as the Fairfield Transportation Center – phase 2 and the Sereno Park and Ride Lot in Vallejo. The regional programs currently funded by MTC are:

1. Freeway Operations/TOS
2. Incident Management (Freeway Service Patrol and Call Box Program)

3. TETAP
4. PTAP
5. Translink
6. Regional Transit Information
7. Marketing
8. Travinfo
9. Rideshare
10. Air Quality Programs (Spare the Air)
11. TLC/HIP
12. Resolution 3434 (Regional Transit Expansion Plan)
13. CMA Planning Funds
14. Performance Monitoring

In addition, MTC has provided STP/CMAQ funds to each CMA for the following:

1. Streets and Road Pavement Shortfall
2. Transit Capital Shortfall
3. County TLC/HIP
4. Local Discretion Projects

At the request of the Bay Area CMA Association, MTC has completed a Project Performance Report – 2002 that provides an overview and status of all of MTC's system management programs and projects. A copy will be provided at the meeting.

SECOND PHASE OF PARTNERSHIP DISCUSSIONS

Recently, MTC has begun to develop policies pertaining to the linkage of transportation and land use. This is due in part to follow up to legislation carried unsuccessfully last year by State Senator Tom Torlakson (SB 1243) that pitted MTC versus the Association of Bay Area Governments (ABAG). The legislation focused on the governance structure of both regional boards and encouraging better integration of transportation and land use. MTC is also interested in working with the nine CMAs and local governments in the region to develop policies and incentives that build upon the successful Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) programs developed by MTC. On the same topic, ABAG released the draft results of its Smart Growth/Livability Footprint Project on October 17th and in January 2003 released a draft Regional Forecast for population, housing and employment that reflects the policies contained in the Footprint Project (see agenda item IX.E). This modified forecast could have significant policy implications on the region in the form of the air quality conformity and traffic modeling that MTC will develop in the preparation of the 2004 Regional Transportation Plan (RTP) and the subsequent regional housing needs assessments (RHNA) that provide the housing numbers that local governments must plan for in their housing elements.

STA POLICIES AND ACTIVITIES RELATED TO TRANSPORTATION/LAND USE

One of the implementation tasks identified by the STA Board in the Comprehensive Transportation Plan is the development of a Transportation for Livable Communities

(TLC) Program. Staff has initiated this process through the Alternative Modes Subcommittee in preparation for the STA/YSAQMD Conference in April. The STA is also developing a "Toolkit" in partnership with Solano's City and County Planner's Group. The STA's TLC program is being developed in anticipation of allocating future federal countywide TLC and Enhancement funds that will be available as part of the first programming cycle of TEA 3 funds. This task is item #30 on the STA Board's adopted list of priority projects.

In 2000, the STA approved the Jepson Parkway Concept Plan that included a series of policies recommendations regarding the project, related candidate projects and the land use adjacent to the project (attachment A). In 2001, the STA Board approved some broad policies for the allocation federal Enhancement funds (attachment B). In the development of the I-80/680/SR 12 and North Connector Project alternatives, staff and individual members of the STA Board discussed developing corridor concept plans for the South Parkway Alignment Alternatives for the interchange and the North Connector. The Alternative Modes Element of the Comprehensive Transportation Plan contains a list of TLC candidate projects submitted by each of our eight member agencies that total an estimated \$100 million.

Discussion:

MTC staff has initiated discussions with the CMA directors regarding the continuing transportation and land use discussions within the region and at the State Capitol. Attached are MTC's proposed policies targeted at expanding the MTC/CMA partnership that currently exists through a regional planning agreement between MTC and each of the nine Bay CMAs (attachment C). Also attached are "Principles on Transportation Land Use Policy Proposals developed by the Bay Area CMA Association and the scope of work for STA's current agreement with MTC (attachments D & E). MTC allocates \$140,000 a year in federal Surface Transportation Program (STP) funds to the STA and has committed to increasing this amount to \$240,000 in FY 2003/04. ABAG staff has joined the dialogue at the CMA level and ABAG has adopted a separate set of policies on the topic of the MTC/ABAG merger, land use, transportation and Smart Growth (attachment F).

Jim Sperring, the STA's new Chair and Solano County's MTC Commissioner, has requested the STA Board discuss and consider MTC's proposal to expand the MTC/CMA partnership. Concurrently, I have been designated by the Bay Area CMA Association to develop a draft list of work task items pertaining to the better integration of transportation and land use to be considered as part of this expanded role for CMAs. Attached is a list of potential work task items prepared by STA staff for discussion by the STA Board (attachment G). This list has been developed based on a combination of the following:

1. Current policies adopted by the STA Board
2. Work activities contained in the MTC/STA agreement for federal STP funds for transportation planning
3. The list of priority project and studies currently underway or anticipated in FY 2002/03 and 2003/04.

At the suggestion of MTC staff, several tasks pertaining to ABAG's responsibility for the development of the Regional Housing Needs Assessment (RHNA) have been added to potentially complement ABAG/MTC discussions. Staff recommends this list of potential MTC/CMA work tasks be presented to the Solano Mayor's Conference, Board of Supervisors, Solano City Manager's Association and Solano City and County Planners Group for review and comment. In addition, staff has included a recommendation for the resources necessary for each CMA to support these additional work tasks (attachment H).

Recommendation:

Informational

Attachments:

- A. Jepson Parkway Concept Plan Policies
- B. STA's Policies for Allocating Federal Enhancement Funds
- C. MTC's Proposed Policies on Transportation and Land Use Integration
- D. CMA's Principles on Transportation/Land Use Policy Proposals
- E. Current MTC/STA STP Planning Work Program (3% Planning Funds)
- F. ABAG's Statement of Principles on Land Use/Transportation Integration
- G. List of Potential Work Program Tasks for Expanded MTC/CMA Partnership Focused on Transportation/Land Use
- H. Proposed Resources/Budget for Expanded MTC/CMA Partnership

JEPSON PARKWAY CONCEPT PLAN



Prepared for:
SOLANO TRANSPORTATION AUTHORITY

In partnership with:
METROPOLITAN TRANSPORTATION COMMISSION
CITY OF FAIRFIELD
CITY OF SUISUN CITY
CITY OF VACAVILLE
COUNTY OF SOLANO

Prepared by:
MOORE LACOEANO-GOLTSMAN, INC.

With assistance from:
GRANDY AND ASSOCIATES

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Jepson Parkway Concept Plan was developed by the Solano Transportation Authority, Fairfield, Suisun City, Vacaville and Solano County to improve local traffic in the heart of Solano County and to encourage the linkage between transportation and land use. The Concept Plan provides a comprehensive, innovative and coordinated strategy for developing a multi-modal corridor, linking land use and transportation decisions to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The Plan provides guidelines so that the four communities spanned by the project can build their individual segments in a coordinated and integrated fashion.

The project is a four-lane parkway designed to provide intra-county mobility for Solano residents. The project upgrades and links a series of narrow local roads to provide a north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. The project also includes safety improvements such as the provision of medians, traffic signals, shoulders, separate turn lanes and separate bike lanes.

The multi-modal Parkway connects the I-80/Leisure Town Road interchange in Vacaville with Highway 12 in Suisun City. The project links the existing road segments of Leisure Town, Vanden, Cement Hill and Walters roads including three new bridges, railroad separations, traffic signals and improved intersections.

The project responds to a series of critical immediate and future needs. It provides an essential north-south connection supporting the continued vitality of the three cities, the County, emerging job centers, Travis Air Force Base and local destinations including area schools. It relieves existing and future traffic congestion problems and addresses serious safety problems on narrow, disconnected road segments. And, it integrates opportunities for improved transit, bicycle and pedestrian connections throughout the County with land use/transportation linkages.

The Jepson Parkway Concept Plan provides unique features not typically associated with a roadway project. The primary goals of the project highlight these features:

- The 12-mile Parkway emphasizes multi-jurisdictional cooperation and community involvement;
- The Parkway integrates multiple modes of travel from the outset including bicycle, pedestrian, train, bus, automobile and park and ride opportunities;
- The Concept Plan encourages local jurisdictions to develop land use/transportation strategies that link land use and development decisions and designs to opportunities for transit, pedestrian and bicycle use;
- The Concept Plan supports strategic purchases of open space along the Parkway to preserve the Vacaville-Fairfield Greenbelt that acts as a community separator between the two communities; and
- The Concept Plan proposes consistent streetscape features including landscaping, signage, gateways and lighting that are complementary and responds to the varying conditions along the Parkway to buffer neighboring uses from traffic impacts and offer visual relief and interest.

EXECUTIVE SUMMARY

The Concept Plan is divided into five elements: Transit, Bicycle and Pedestrian, Landscape, Land Use/Design, and Roadway Phasing and Management. The accompanying map graphically depicts key Parkway features.

The **transit element** plans for local and express bus routes and strategically-placed transit stops to connect land uses along the Parkway to key destinations such as Travis Air Force Base and Fairfield and Vacaville's downtowns. The transit element also features connections to the multi-modal station in the Fairfield area, planned as a future hub of bus, train and vehicle activity. Finally, the transit element features a park-and-ride lot near I-80 to facilitate car pooling and ride sharing in the region.

The **bicycle and pedestrian element** incorporates a 12-mile, continuous multi-use bike path with four staging areas or rest stops along the Parkway. The bike path is planned as an off-street, Class I facility for nearly 10 miles of the Parkway to enable bicycle use by all levels of riders. The bike path connects to established and planned regional bike facilities linking into each community. The staging areas are associated with parks, creeks, the train station or existing public land. They are designed to encompass parking for bikes and cars, picnic areas, landscaping, drinking water and potentially interpretive or recreational features.

The **landscape element** features a consistent streetscape design throughout the 12-mile Parkway using native plantings with associated lighting, signage and gateways at the entrances to each community. The plantings are designed to complement and buffer adjacent land uses. For example, along established residential areas, the landscape buffer is very wide incorporating street trees, understory and grasses, noise mitigation and pathways. In the rural portions the landscape is informal emphasizing random tree clusters and native grasses. Also part of this element is a strategy to purchase conservation easements or other mechanisms to protect the designated Vacaville-Fairfield Greenbelt in perpetuity.

The **guide to transit-compatible land use/design** provides suggestions on how local jurisdictions can ensure that future land uses and development projects are integrated with the transit, bicycle and pedestrian opportunities along the Parkway. These measures provide examples of how to integrate land use and project design decisions with transportation decisions in the future. The measures range from large, master-planned communities to individual projects such as residential, commercial and industrial. The measures are advisory only, but can be used to guide future changes in the plans and policies of the local communities.

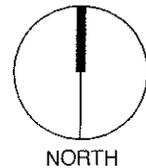
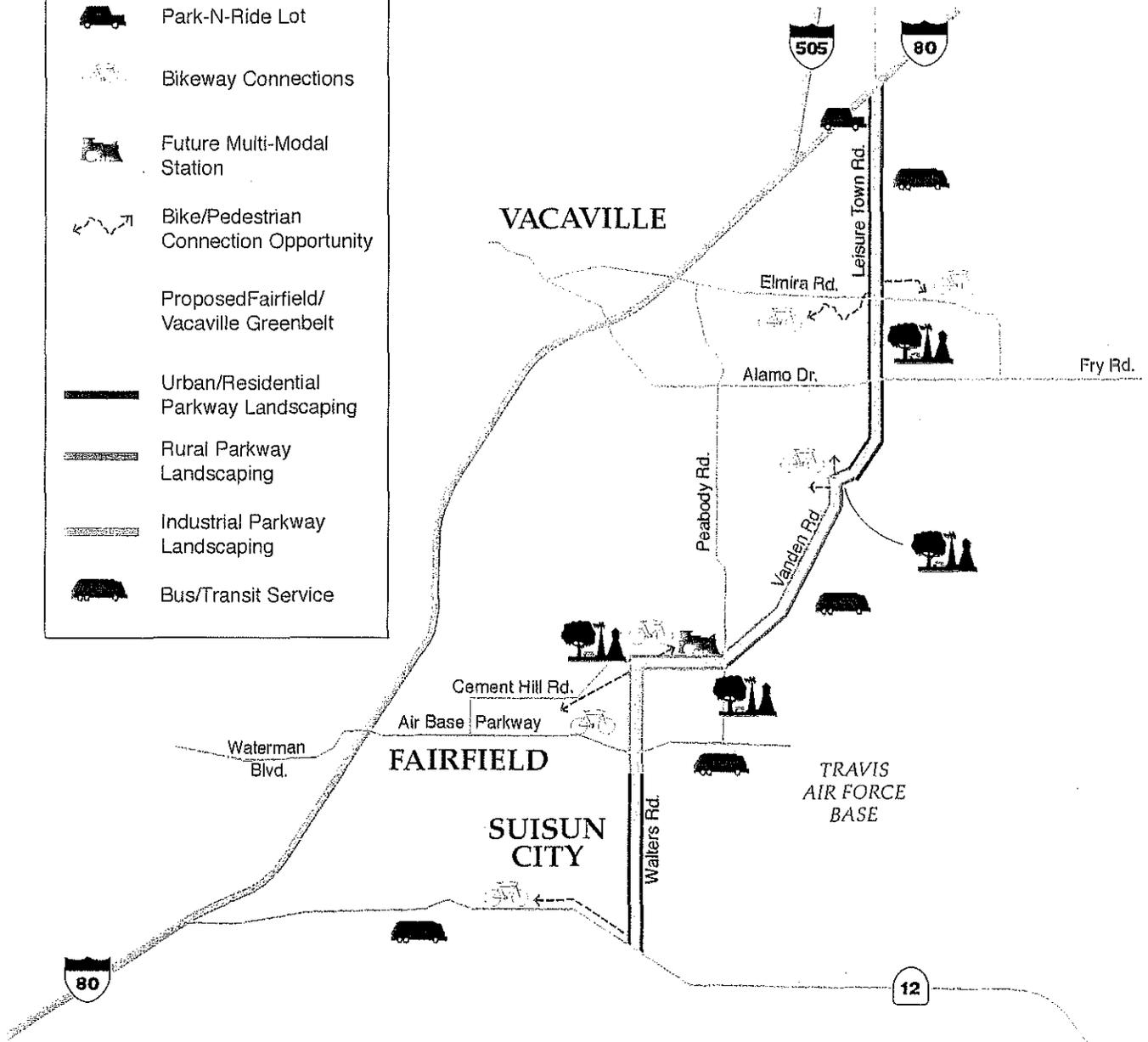
The **roadway phasing and management element** offers cooperative management strategies to ensure smooth traffic flow and coordinated project phasing and future maintenance. The element includes policies for driveway placement, traffic signal location, roadway phasing, truck traffic limitations and long-term maintenance.

The Jepson Parkway Concept Plan provides a unique opportunity to plan a road, roadside landscape treatment, and its adjacent land uses in an integrated and high quality manner. Each component of the Concept Plan is integrated and designed to be implemented with a cooperative approach of the STA and its member jurisdictions. The result will be an efficient and attractive roadway, and a model transportation corridor that recognizes the critical linkages between land use, design and transportation management.

JEPSON PARKWAY CONCEPT PLAN

LEGEND

-  Jepson Parkway
-  Staging Areas
-  Park-N-Ride Lot
-  Bikeway Connections
-  Future Multi-Modal Station
-  Bike/Pedestrian Connection Opportunity
- Proposed Fairfield/
Vacaville Greenbelt
-  Urban/Residential Parkway Landscaping
-  Rural Parkway Landscaping
-  Industrial Parkway Landscaping
-  Bus/Transit Service



6. A GUIDE TO TRANSIT COMPATIBLE LAND USE & DESIGN

INTRODUCTION

The general plans and associated specific plans, zoning, and design guidelines for Vacaville, Solano County, Fairfield and Suisun City govern the future land uses along the 12-mile Jepson Parkway corridor in each respective jurisdiction. This Concept Plan does not seek to change that. However, the MTC and STA recognize that this corridor provides a unique opportunity to link transportation improvements with future land use and design decisions. The corridor has substantial amounts of unbuilt land, planned for urban uses. As specific land use decisions are made and individual development projects are proposed, there is potential to integrate the land uses and site lay-outs with the transit, bicycle, pedestrian and landscape features of the Parkway. The Parkway can become a model for similar multi-jurisdictional transportation projects in Solano County and the region. This chapter provides some guidance on how future development projects might link with the Parkway.

Several points need to be recognized. First, this Plan does not recommend changing the individual general plans of the four jurisdictions. It assumes that the types and locations of planned future land use -residential, commercial, industrial, recreational and agricultural- would continue. Second, these guidelines are advisory only. And, while we believe they are useful to ensure a higher likelihood of linking future development with transportation, the guidelines will need to be adjusted and refined to fit the particular circumstances of each jurisdiction. And, finally, these guidelines are not meant to cover all situations or proposed projects. They focus on typical developments and offer suggestions on how to improve the project's "livability" and its compatibility with future transit use.

Vacaville's current General Plan calls for primarily low to mid-density residential uses along Leisure Town Road with several neighborhood and community commercial centers at key locations. Solano County's General Plan calls for continued agricultural uses along its Vanden Road segment, with some continued industrial uses. Fairfield's General Plan calls for a mix of uses in different areas including the Peabody-Walters Master Plan. Light industrial and business park uses are planned along the Walters Road and Cement Hill portions. A sports park is planned near where Cement Hill and Walters could intersect. Suisun City's General Plan calls for master planned lower density residential uses along its portion of the corridor with some convenience commercial and park use. The concepts presented here are organized according to the types of land uses and projects likely to occur under these general plans.

To fulfill the potential of this Concept Plan the STA encourages each of the jurisdictions to update and revise their general and specific plans to better link future land use and transportation. The principles described in this chapter could assist in these revisions.

LAND USE / DESIGN



FUNDAMENTAL PRINCIPLES

Much has been written in recent years about the essential connection between land use patterns and successful multi-modal transportation strategies. See for example Cervero and Bernick 1996, Calthorpe 1994, Untermann 1984, Local Government Commission 1992 and 1995, Bank of America et al. 1995, Carlson et al. 1995, and Metropolitan Transit Development Board, 1993. The arguments in favor of an integrated land use/transportation plan and the benefits of such a strategy are well documented.

Reducing dependence on automobile use, particularly single occupant driving can reduce air emissions, traffic congestion and commute times. Improving land use patterns and site design to orient them less for automobiles and more for pedestrian scale can promote transit use, improve urban design quality and livability and increase social interaction. The concepts presented for the Jepson Parkway follow several simple principles to increase the likelihood of a balanced transportation system in the future.

Safety and Convenience: For commuters or travelers to use alternative modes of transportation, such as bus or rail, requires safe, convenient and comfortable stops, routes and connections to origins and destinations.

LAND USE / DESIGN

Density: To support transit and pedestrian use, densities must be higher near transit centers and stops, along major arterials and at key intersections.

Clustered or Mixed Use: Locating residential, commercial and job-oriented uses in reasonably close proximity to each other can reduce lengthy trips for work or shopping. Locating parks, schools and neighborhood shopping near residential uses with adequate and safe connections can reduce car trips and encourage social interaction. More flexible zoning that encourages live-work spaces or mixed use within structures can promote fewer external trips.

Choice: Providing multiple convenient travel choices between uses by transit, bicycle or car can encourage alternative modes as build-out occurs and density increases. Choices for roads also reduce congestion and the need to unnecessarily widen roads. A grid or modified grid offers numerous road options to avoid channeling vehicles into one or several large intersections.

Connections: Safe, attractive and convenient pathways and linkage between buildings, between adjacent uses (such as schools and housing) and within a planned development such as an office park can increase pedestrian and bicycle use.

Human Scale: By designing planned communities and projects at a human scale, bicycling and walking are perceived as safer, more attractive and interesting. Attention to details regarding the relationship of building to sidewalks, sidewalk to street and parking areas and buildings to landscaping can enhance urban design quality and increase pedestrian comfort.

LAND USE AND DESIGN CONCEPTS

The following ideas support transit and pedestrian compatible development for planned communities, low density residential, multi-family housing, neighborhood shopping centers, industrial parks, light industrial buildings and a transit hub/multi-modal station. Specific guidelines with corresponding diagrams are presented for each of these categories. The projects shown are hypothetical, however, they are representative of the densities, land uses and development types that are typical of the Jepson Parkway corridor.

2nd Cycle Solano Transportation Enhancements Program

Project Selection Criteria/Priorities

High Priority: Streetscape projects (including landscaping and bike routes) that directly support or provide matching funds for downtown revitalization or redevelopment efforts consistent with the TLC and Solano Transportation Enhancements programs.

High Priority: Gateway or streetscape projects (including landscaping and bike routes) that support adopted Corridor Plans or other or countywide transportation plans.

Medium Priority: Projects that support pedestrian amenities for intermodal transit villages and transit hubs.

Medium Priority: Major bike routes designated in the Countywide Bicycle Plan

Low Priority: Landscaping or other eligible enhancements not associated with the above categories.

The STA Board determined that only projects in the High and Medium Priority will be considered for Enhancements funding. Then, only if there are any remaining funds, low priority projects could be considered.

MTC PRINCIPLES ON TRANSPORTATION/LAND USE INTEGRATION

December 2002

1. The Metropolitan Transportation Commission (MTC) supports a closer integration of regional transportation policy with local land use decisions. Evidence of this commitment includes: the overwhelming funding emphasis in the Regional Transportation Plan (RTP) on sustaining existing road and transit infrastructure that serves the Bay Area urban core; the Commission's decision in the 2001 RTP to triple the funding level for the award-winning Transportation for Livable Communities program; and the agency's leadership role as the largest funding partner in the Regional Agencies Smart Growth Project.
2. As a further step along this path, MTC proposes to engage the nine county-level congestion management agencies (CMAs) in a new smart growth and housing partnership. This new partnership would respect the authority of local governments to make land use decisions; extend the MTC/CMA linkage that already exists for transportation planning and programming; acknowledge that the CMA enabling statute explicitly recognizes their role in monitoring and mitigating the effects of local land use decisions on the transportation network; and take advantage of the fact that most CMA boards include representation from each city and county organized on a sub-regional basis.
3. The following menu of options could comprise the work program for the new MTC/CMA partnership:
 - Incentives – Both the San Mateo CMA and MTC have instituted housing incentive programs that dedicate transportation funds towards encouraging local jurisdictions to approve additional housing adjacent to transit nodes. An expansion of these or similar programs should be explored.
 - Mitigation – As noted above, their enabling statute requires CMAs to establish level of service standards, monitor violations, and ensure mitigation of deficiencies by the responsible local jurisdiction. A variation of strengthening of this approach could be investigated, with special attention to managing the impacts of transit-oriented development.
 - Planning – Improved transportation/land use planning could take a number of forms. The CMAs could take the lead in corridor or station area planning to support greater housing density near MTC Resolution No. 3434 transit extensions. This same approach could be pursued more broadly in partnership with the Association of Bay Area Governments (ABAG) and the CMAs in refining and implementing the preferred "network of neighborhoods" alternative emerging from the Smart Growth Project.
 - Best Practices – MTC and the CMAs should consider promoting best practices from transit – and town center-oriented development both outside and within the Bay Area, with a special focus on local examples near BART, Caltrain, Muni, and VTA rail stations.
 - Housing Needs – MTC and the CMAs could engage ABAG in dialogue about a potential delegation of its regional housing needs allocation process to CMAs with the attendant responsibility to broker agreements on jurisdiction-level housing assignments within each county. This is similar to the process established by the Southern California Association of Governments in portions of the Los Angeles metropolitan area.
4. MTC opposes a merger with ABAG because such a consolidation will not affect the pattern of growth in the Bay Area as neither regional agency has land use authority. A merger also is unlikely to save significant public funds, since the two agencies already co-own the same office building and, there are no major redundant staff functions. Finally, closer consideration between the two agencies can be fostered without a merger, such as through the recent formation of the Regional Agency Coordinating Committee and the new CMA partnership proposed above.

BAY AREA CMA ASSOCIATION

Principles

Related to Potential Legislation

For Enhancing the Connection between Transportation and Land Development

Draft 12-31-02

The following principles have been prepared by the CMA Executive Directors as a guideline for any development of legislation to enhance the connection between transportation and land development. The development of a regional consensus on an approach to connecting land development and transportation is essential. The development of a process to reach this regional consensus is also essential. The following Principles are intended to provide a possible starting point for the regional discussion as well as a starting point for each CMA as it develops its position on this matter.

Principles

1. Responsibility for addressing land use and transportation linkages should, to the greatest extent possible, be delegated to the lowest responsible governance level -- typically cities and counties -- within the framework of regional goals and objectives.
2. The process of connecting land use and transportation decisions should replicate the "bottoms up, guided by regional goals" approach currently used by MTC, CMA's and local government for transportation planning. If a regional growth strategy or plan is to be developed, the relationship between MTC, the CMAs, and cities/counties provides a model for the process that should be used by the regional agencies to develop such a plan. As an example:
 - a. The CMA's (or the agency responsible for preparing the Countywide Transportation Plan) would develop a Countywide Growth Plan based on City and County General Plans.
 - b. Countywide Growth Plans would serve as the foundation of the Regional Growth Strategy prepared by MTC and ABAG.
 - c. Any Regional Growth Strategy must be consistent with each Countywide Growth Plan and Countywide Transportation Plan.
 - d. The CMA's (or the agency responsible for preparing the Countywide Transportation Plan) would coordinate a countywide implementation of the Regional Growth Strategy/Countywide Growth Plan in consultation with its member agencies.
 - e. Federal Planning Funds and other Regional Discretionary Funds are necessary to support this effort. Funding would be allocated to the CMA's (or the agency responsible for preparing the Countywide Transportation Plan) to assist the CMA's, the cities and the County in developing Countywide Growth Plans.
3. Improved connections between land development and transportation should be promoted through incentives and targeted investment rather than penalties.

4. MTC, ABAG, the CMA's, counties and cities should collectively define the roles and functions associated with any new process.

APPENDIX A: SCOPE OF WORK AND BUDGET

MTC/CMA PLANNING AND PROGRAMMING AGREEMENT

TASKS, PRODUCTS AND BUDGET

CONGESTION MANAGEMENT AGENCY PLANNING AND PROGRAMMING 2000/2001 – 2003/2004 TASKS AND PRODUCTS

Objectives

To assist MTC in implementing federal and State transportation planning and programming by representing the local transportation interests within the county and coordinating with regional, State and federal interests. To disseminate information to and coordinate with local jurisdictions and transit operators. To prepare and refine transportation plans, programs and projects for the county responsive to federal, State, and regional requirements, goals and policies. To coordinate county and city priorities for MTC's Regional Transportation Plan (RTP), Regional Transportation Improvement Plan (RTIP) and other regional efforts.

Description

The Congestion Management Agency (CMA) or formally designated substitute agency of each county shall conduct specific planning and programming activities to assist MTC in meeting the requirements of federal TEA 21 legislation and related State and regional planning and programming policies and guidelines. This shall include coordination of local interests and ongoing participation in the regional Partnership.

Previous and Ongoing Work

- County level Congestion Management Plan (CMP) and other countywide transportation programs, and affiliated Capital Improvement Programs (CIPs)
- Corridor Management Plans
- Countywide Transportation Plans
- Related planning activities and corridor studies

Tasks and Related Products

1. Develop Long-Range Countywide Transportation Priorities

In the context of the region's long-term goals, objectives and policies, provide a countywide perspective on major transportation planning issues, including the cities, transit operators, and other transportation interests. Participate in the development of regional long-term transportation investments policies and strategies.

- Assist in implementing this vision through establishing countywide priorities for proposals of projects for MTC's RTP.
- Provide input to the Blueprint and other long-range regional transportation planning processes.
- Participate in the development of air quality strategies and analysis.

- Update the CMP, if applicable.
- Update the countywide travel demand model, and establish consistency with MTC's model.
- May include development or update of a Countywide Plan, as per Government Code Section 66531, at the discretion of the county.

2. Participate in the development of long-term and short-term land use/transportation coordination strategies.

- Assist MTC in implementing its approved transportation/land use policy. Support development of Transportation for Livable Communities (TLC) proposals within the county, and the coordination of these projects with other projects within the county.
- Assist MTC in responding to the TEA 21 directive to analyze the likely effect of transportation policy decisions on land use and development.
- Improve the coordination of land use and transportation within the county through refinement / updating of the analysis of the cumulative transportation impacts of land use proposals throughout the county. Work with local jurisdictions, transit agencies, and other transportation interests to develop county level strategies to address land use/transportation issues.
- Consider the development and analysis of alternative land use and transportation scenarios, in coordination with local jurisdictions, transit agencies, and other transportation interests within the county.

3. System Management and Operations

Assist in MTC, Partnership, and local activities to improve the operation of transportation as an integrated multi-modal system.

- Participate in the development of a System Management Plan and related activities.
- Identify and coordinate operational strategies to improve mobility and accessibility.
- Assist in the development of performance measures.
- Assist MTC in the refinement and updating of the Metropolitan Transportation System (MTS).
- Support the implementation of regional customer service projects, and assist in coordinating these projects and programs with others within the county.

4. Establish and Implement Countywide Programming Priorities

- Develop a Capital Improvement Program (CIP) that reflects multi-modal emphases and priorities, as input to various processes including the RTP, Transportation Improvement Program (TIP), Regional Transportation Improvement Program / State Transportation Improvement Program (RTIP/STIP), and sales tax expenditure plans. Solicit input from transportation stakeholders, including transit operators. The CIP may be part of the CMP or other relevant county or corridor based plans that establish investment needs and priorities.
- Play an active role in planning and programming STIP, STP, Congestion Management and Air Quality (CMAQ), TEA and other State and federal funds.

- Participate in the development of regional criteria for programming transportation investments.
- Assist MTC in monitoring the progress of funded projects within the county and help project sponsors meet important project delivery deadlines, ensuring funds are not lost to the county or the region.

5. Assist in Development of Legislation

Assist in the development of regionally sponsored transportation oriented legislation and the development of advocacy positions on proposed legislation.

6. General Tasks

- Serve as a facilitator and liaison for county, city, and transit interests, and as a conduit for MTC for work with local jurisdictions as needed, including addressing federal and State requirements, assisting in corridor studies, disseminating information to local agencies on pertinent funding sources and requirements, regional programs, collecting local data for MTC purposes, etc.
- Participate in the Bay Area Partnership committees, sub-committees, and working groups.
- Assist MTC in evaluating technical planning tools (e.g., geographical information systems, signal timing coordination software, etc.).

Products

Delivery Date

| | |
|--|--------------------------|
| Refinement of the MTS (corrections and proposals) | Spring/Winter 2000 |
| Proposals for the 2000 RTP and subsequent RTPs | Summer/Fall 2000 |
| Capital Improvement Program | Schedule to be developed |
| Provide input to System Management Plan and Operational Strategies | Summer/Fall 2000 |
| Performance Measures (development, data coordination) | Fall/Winter2000 |
| Develop land use/transportation proposals | Schedule to be developed |
| Progress and Financial Reports | Quarterly |

ABAG Statement of Principles on Land Use/Transportation Integration ^{ATTACHMENT F}

Approved by Administrative Committee 12/18/02

1. Bay area housing prices are among the highest in the country; traffic congestion is perceived to be among the most important, if not the most critical issue facing the region. **The status quo is unacceptable.** The Association of Bay Area Governments is committed to improving regional planning to better integrate land use, transportation and housing.
2. **An effective, comprehensive regional planning framework is needed and should be integrated to include land use, transportation, and housing, as well as deal with economic, environmental and equity issues.** Specifically, a regional growth strategy should deal with land use, transportation, housing and open space, habitat protection, air quality, water quality and supply, economic and social equity issues.
3. Land use decisions should continue to rest with local governments. Local governments share regional responsibilities to plan sufficient housing for the region's projected workforce and to work cooperatively to mitigate the region's jobs-housing imbalance. Local governments should work together to implement an agreed upon smart growth regional strategy. **Building upon the Regional Smart Growth Strategy, ABAG and MTC should provide incentive-based programs to improve implementation of the regional growth vision.**
4. Local governments' coordination with regional growth, housing and transportation issues should continue to be through sub-regional bodies such as the Mayors' Conferences, Cities Associations, City/County Managers' groups, and the League of California Cities grassroots' coordinators. **Participation by the county Congestion Management Agencies (CMAs) in these forums is welcomed.**
5. The Regional Housing Needs Determination process is established in state law. **ABAG will continue to work directly with the State HCD to improve this process and with local governments to comply with state law in this area.** ABAG also provides award winning technical and financial assistance to local governments in preparing their housing elements, and implementing many housing programs.
6. Given the current fiscal challenges facing State and local governments, both **ABAG and MTC should look for opportunities to plan and work more cost-effectively and efficiently.** Do two agencies with a combined staff of approximately 200 employees, need separate and independent staffs for legal services, public affairs and communications, human resources, accounting and financial services, web-site design and maintenance, computer modeling and operations, census and airport planning, housing planning and services, administrative services and support, etc. **A mere 5-10% savings in the combined ABAG-MTC operating budgets would probably save taxpayers about \$2.5-5.0 million next year.**

Transportation Land Use Policy Proposals
1-30-03
Proposed Work Plan

The following bullets are intended to help facilitate discussions between CMAs and MTC on possible activities to help further develop and implement the Bay Area's transportation land use policies and programs:

- Develop and maintain Countywide TLC and HIP Plans and Countywide TLC and HIP Programs, including identifying Candidates Projects for Countywide and Regional TLC/HIP Funds.
- Development of Best Practices or "toolkits" designed to promote and implement downtown and transit-oriented developments, station plans and multi-modal corridors within each county including promoting land uses that support intermodal bus facilities, bus routes, vanpools/carpools, ferry and rail services.
- Development of countywide TLC conferences/workshops/training to foster, encourage and implement TLC programs and projects.
- Provide technical support to local jurisdictions to support development of TLC/HIP projects, applications and grant submittals.
- Review and comment on new proposed local general plans, general plan amendments, vision plans, strategic plans, specific plans and downtown revitalization/redevelopment plans.
- Recommend various TLC and housing incentives and best practices, such as bicycling, pedestrian, ridesharing, transit and transit-oriented improvements.
- Develop and/or fund corridor and local concept plans consistent with local TLC/HIP programs.
- Develop plans and programs to mitigate transportation-related impacts from transportation projects. These could include activities related to countywide traffic impact fees, and local ordinances to promote and encourage more ridesharing and transit usage.
- Develop new and expanded implementation tools (by the CMA and its member agencies) to provide effective mitigation measures required by environmental impact studies to minimize and mitigate cumulative transportation-land use impacts of new land uses. This could include such measures as developing or helping to fund mitigation banks to mitigate impacts to biological, cultural wetlands and other federal and state resources as a result of transportation projects.

- Housing Needs Allocations:
CMAs and MTC would engage ABAG in dialogue about a partial or entire delegation of its regional housing needs allocation process to the CMAs with the responsibility to allocate jurisdiction-level housing assignments with each county.

- In partnership with local jurisdictions within the county, review and provide comment on Regional Projections for population, housing and jobs.

Proposed Resources/Budget

The following resources will be needed to fund the implementation of this expanded MTC/CMA Work Plan focused on transportation and land use:

1. To retain dedicated staff and/or consultants to prepare work products as specified in Work Plan.
2. Develop Countywide Transportation for Livable Communities (TLC) plans, "best practices manuals," conduct TLC studies, develop and facilitate TLC applications, review General Plans and EIS/R studies and multi-modal corridor plans and act as liaison between cities, counties, CMAs and MTC in the development of TLC and land use programs that foster better links between transportation and land use.
3. Provide local TLC/HIP Planning Grants to Local Jurisdictions.

The recommended budget is as follows:

1. Allocate a minimum of additional of \$150,000 of regional STP-Planning funds (or similar flexible funds) to each of the nine CMAs (aggregate total of \$1.35 million) for the development of the various tasks listed above including development of countywide TLC/HIP Plans and countywide TLC/HIP programs that support the goals and objectives of the Regional Transportation Plan and Countywide Transportation Plans. Higher levels of revenue may be needed for larger counties to accomplish these same tasks.
2. MTC may authorize additional allocations on a case-by-case basis based on additional tasks agreed to by MTC and the respective CMA.
3. These expanded revenues would be in addition to the currently expected minimum of \$240,000 a year of STP-Planning funds to be allocated to each CMA starting in 2003/04.



DATE: January 28, 2003
TO: STA Board
FROM: Kim Cassidy, Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item can be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. Approve STA Board Minutes of January 8, 2003.
- B. Approve Draft TAC Minutes of January 22, 2003.
- C. Application for the FTA Section 5310 Program to Replace Two Solano Paratransit Vehicles.
- D. YSAQMD Clean Air Applications
- E. 2003-04 TFCA 40% Program Manager Guidelines and Call for Projects
- F. Legislative Update
- G. Abandoned Vehicle Abatement Program Equipment Request
- H. STIP-TAP Agreement 2002/2003



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
January 8, 2002

I. CALL TO ORDER - CONFIRM QUORUM

Chair Silva called the regular meeting to order at 6:03 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

| | |
|--------------------------|---------------------|
| John Silva (Chair) | County of Solano |
| Jim Spering (Vice Chair) | City of Suisun City |
| Pierre Bidou | City of Benicia |
| Mary Ann Courville | City of Dixon |
| Karin MacMillan | City of Fairfield |
| Marci Coglianese | City of Rio Vista |
| Rischa Slade | City of Vacaville |
| Dan Donahue | City of Vallejo |

MEMBERS

ABSENT:

None

STAFF

PRESENT:

| | |
|--------------------|---|
| Daryl K. Halls | STA-Executive Director |
| Chuck Lamoree | STA Legal Counsel |
| Dan Christians | STA-Assist. Exec. Director/Director for Planning |
| Mike Duncan | STA-Director for Projects |
| Elizabeth Richards | STA-SNCI Program Director |
| Kim Cassidy | STA Administrative Services Director/ Clerk of the Board |
| Sandy Catalano | STA-SNCI Program Manager/Analyst |
| Janice Sells | STA-Program Manager/Analyst |
| Robert Guerrero | STA Associate Planner |
| Jennifer Tongson | STA Projects Assistant |

ALSO

PRESENT:

| | |
|----------------|--------------------------------|
| Yader Bermudez | Caltrans |
| Bijan Sartipi | Caltrans, District IV Director |

| | |
|-----------------|---------------------------------------|
| Alan Nadritch | City of Benicia |
| Morrie Barr | City of Fairfield |
| Ed Woodruff | City of Rio Vista (Board Alternate) |
| Gary Cullen | City of Suisun City |
| Michael Segala | City of Suisun City (Board Alternate) |
| Gian Aggarwal | City of Vacaville |
| Mark Akaba | City of Vallejo |
| Pam Belchamber | City of Vallejo |
| Bert Brown | CH2M Hill |
| Maritza Acosta | Korve Engineering |
| Bernice Kaylin | League of Women Voters-Solano County |
| Carl Vandagriff | YSAQMD |
| Jim Williams | City of Vacaville, PCC Member |

IV. APPROVAL OF AGENDA

The January 8, 2003 agenda was amended to defer action on STA's 2001/02 Annual Audit and Financial Reports until February meeting.

The January 8, 2003 agenda was amended to add Agenda Item X.E, State Budget Advocacy Principles to Address Funding Shortfalls.

The January 8, 2003 agenda was amended to add Supplemental Staff Report - STA 2003 Legislative Priorities and Platform.

On a motion by Member Bidou, and a second by Member MacMillan, the STA Board unanimously approved the agenda as amended.

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- Bridge Program Presentation and Funding Requests for \$3 Bridge Toll
- Governor's State of the State/Transportation Pursues 55% Threshold
- Transportation/Land Use Connection – Making It Work
- FY 2001/02 Annual Audit Completed
- Route 30 to Start Transit Service to Sacramento
- STA to Release SNCI Program Incentives

VII. COMMENTS/UPDATE FROM STAFF, CALTRANS, AND MTC

A. MTC Report

Rod McMillan (MTC) provided an overview of the Regional Measure 1 Toll Bridge Program including: program history, specific projects included in the measure, revenues

generated by bridge, summary of improvement projects, fund allocations, cost increase issues and fish impact mitigation.

B. Caltrans Report

Yader Bermudez provided a progress report for the Carquinez Bridge Project and the I-80/680 Auxiliary Lanes projects.

C. STA Report

Elizabeth Richards highlighted MTC's approval of the latest round of LIFT funding, including funding for a shuttle program in Rio Vista.

Sandra Catalano provided an update on current incentives being offered through STA's SNCI Program.

VI. PRESENTATION OF STA HIGHLIGHTS FOR 2002

Outgoing Chair John Silva provided a presentation highlighting STA's accomplishments and milestones during the year 2002.

VII. INTRODUCTION AND SWEARING-IN OF NEW STA BOARD MEMBER

Introduction and Swearing-In of New STA Board Member. Len Augustine, Mayor, City of Vacaville, was sworn in as the new STA Board member representing Vacaville.

VIII. CONSENT CALENDAR

On a motion by Vice Chair Spring, and a second by Member Bidou, the following consent items were approved in one motion.

A. Approve STA Board Minutes of December 11, 2002

Recommendation: Approve STA Board Minutes of December 11, 2002.

B. STA Cost Reimbursement Policy

Recommendation: Adopt fee schedule for reimbursement of project plans, project reports, brochures, booklets, packets and electronic media as specified in Attachment A.

C. FY 2002/03 First Quarter Budget Report

Recommendation: Receive and file the 1st Quarter Budget Report for FY 2002/03.

D. Re-appointment of Michael Segala as the Suisun City Representative to the Bicycle Advisory Committee

Recommendation: Re-appoint Michael Segala as the City of Suisun City's BAC representative for another three-year term (2003-2006)

E. TDA Article 3 (Bicycle and Pedestrian Projects) – Issuance of Call for Projects

Recommendation: Authorize staff to initiate a Call for Projects for TDA Article 3 eligible projects to be added to the 5-Year Solano Bicycle/Pedestrian Plan

IX. ACTION ITEMS: FINANCIAL

A. STA's 2001/02 Annual Audit and Financial Reports

By consensus this item was tabled and will be agendaized for the meeting of February 5, 2003.

B. Public Hearing for Service and Fare Change for Transit Route 30

Elizabeth Richards summarized the proposed service and fare change to extend transit service to Sacramento on Route 30. She discussed Route 30's current operations, reasons for the service change, service proposal features and reviewed staff's recommendations.

Chair Silva opened the Public Hearing at 7:08 p.m. No Comments were provided. The Public Hearing was closed at 7:09 p.m.

Recommendation: Approve the following for Route 30: 1) Alternative 5B with 4 peak period roundtrips and one midday roundtrip between Fairfield and downtown Sacramento via Vacaville, Dixon, and Davis on selected trips contingent upon the approval of a revised shared funding agreement by the STA Board in February 2003 and 2) Authorize the increase of Route 30 fare, as shown on Attachment B effective with the implementation of new service.

On a motion by Member Courville, and a second by Member Coglianesse, the Board unanimously approved this recommendation.

C. Approve Program and Budget for STA/YSAQMD Transportation Land Use Conference

Dan Christians reviewed the STA/YSAQMD Transportation Land Use Conference draft program, draft budget, fiscal impact and draft "toolkit" for the April 11, 2003 Land Use Conference.

Recommendation: Approve the following: 1. Preliminary program for the conference, 2. A \$5,000 expenditure from the STA for the STA/YSAQMD Transportation Land Use Conference; and 3. Request Alternative Modes Subcommittee develop a draft TLC program and Transportation/Land Use "Toolkit": for consideration by the STA Board.

On a motion by Member Coglianesse, and a second by Member Courville, the Board unanimously approved this recommendation.

X. ACTION ITEMS – NON-FINANCIAL

A. Adoption of STA's 2003 Legislative Platform and Priorities

Janice Sells summarized the Supplemental Staff Report (STA 2003 Legislative Priorities and Platform) with highlighted policy changes.

Recommendation: Approve STA's 2003 Legislative Platform and Priorities.

On a motion by Member Donahue, and a second by Member MacMillan, the Board unanimously approved this recommendation with the amendment contained in the supplemental staff report.

B. Funding Requests for Priority Projects for Proposed \$3 Bridge Toll

Daryl Halls reviewed the priority projects, as adopted by the STA Board, for the \$3 Bridge Toll revenue. He noted the preliminary list of projects recommended for inclusion in the expenditure plan includes Express Bus, Vallejo Baylink Ferry and Commuter Rail projects, but not the I-80/680 Interchange. He further noted the list did not include project cost recommendations for capital or operating.

Recommendation: Adopt budget recommendations for four of the STA's priority projects for proposed \$3 Bridge Toll funds as specified in Attachment C

On a motion by Member Bidou, and a second by Member MacMillan, the Board unanimously approved this recommendation.

C. Proposed Revisions to MTC's Regional Housing Incentive Program (HIP)

Dan Christians summarized the TLC and HIP projects approved for Solano County jurisdictions including: Planning Grants, Capital Programs, proposed HIP (Housing Incentive Program) densities and award amounts for North Bay counties. Proposed modifications to MTC's criteria were also noted.

Recommendation: Authorize the Executive Director to submit the attached letter to MTC requesting revisions to the Housing Incentive Program (HIP)

On a motion by Member MacMillan, and a second by Member Donahue, the Board unanimously approved this recommendation.

D. Appointments to STA/YSAQMD Clean Air Program Pre-Screening Committee

Robert Guerrero described the purpose of the STA/YSAQMD Clean Air Program Pre-Screening Committee to review preliminary Clean Air application funding amounts, determine project eligibility, and create consensus for Solano County Clean Air projects. He requested appointment, by the STA Board, of two members or alternates to participated in the Pre-Screening Committee.

Recommendation: Appointment two STA Board members or alternates to participate in the 2003-04 STA/YSAQMD Clean Air Program Pre-Screening Committee.

On a motion by Member Bidou, and a second by Vice Chair Spring, the STA Board unanimously appointed Member Augustine and Alternate Member Woodruff to represent the STA.

E. State Budget Advocacy Principles to Address Funding Shortfalls

Daryl Halls summarized the Governor's proposed state budget for 2003/04 and its potential impact from projected shortfalls on state transportation funds. He noted the discussion by MTC management staff, the Congestion Management Agencies and Caltrans regarding pending cuts to state transportation funds, potential delay of key transportation projects and forthcoming statewide transportation meetings. He further reviewed staff recommended advocacy principles for state budget discussions to address transportation shortfalls.

Recommendation: Support the following advocacy principles for State Budget Discussions to Address Transportation Shortfalls:

1. Ensure that the immediate cash flow requirements are met for projects that have received allocations from the California Transportation Commission (CTC) in both the TCRP and STIP, and for local streets and roads and transit projects that have entered into contracts based on expected Proposed 42 based subventions.
2. Request that future, near-term allocation priorities for both TCRP and STIP projects will be developed by the regional agency, in cooperation with its partner transportation agency, that allows these projects to continue development resulting in the fewest and shortest possible project delays
3. Seek additional statewide revenues for transportation to offset projected budget reductions proposed for local streets and roads, transit operations, and projects, included in the TCRP and STIP.
4. Support amendments to Senate Bill 45 and Assembly Bill 1012 provisions for timely use of funds that permit forgiveness of mandated project delivery deadlines to address state imposed funding curtailments that result in project delays.

On a motion by Member Coglianese, and a second by Vice Chair Spring, the Board unanimously approved this recommendation.

XI. SELECTION OF 2003 STA CHAIR AND VICE CHAIR

Daryl Halls reviewed the STA's policy for selection of the STA Board Chair and Vice-Chair as identified in the STA's Joint Powers Agreement and the selection process of the Executive Committee by the Board Chair.

Recommendation: 1.) Select STA Chair and Vice-Chair for 2003.

On a motion by Member Bidou, and a second by Member Donahue, the STA Board unanimously approved the recommendation of Jim Spring as Chair and Karin MacMillan as Vice-Chair.

Recommendation: 2.) Request new Chair designate Executive Committee for 2003.

On a motion by Vice Chair Spering notified the Board of his selection of the new Executive Committee consisting of Chair Spering, Vice Chair MacMillan, Member Silva and Member Courville.

On a motion by Member Bidou, and a second by Member Donahue, the STA Board unanimously approved the recommendation.

XI. INFORMATION ITEMS: (No Discussion Necessary)

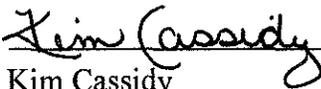
- A. SNCI Program Incentives Update**
- B. TIP Conformity Status**
- C. SNCI Outreach Project Summaries**
 - 1. SNCI Events
 - 2. Informational Displays
 - 3. Benicia Rocket Employer Outreach
- D. Highway Projects Update**
- E. Funding Opportunities Summary**

XIII. BOARD MEMBER COMMENTS

XIV. ADJOURNMENT

The STA Board meeting was adjourned at 7:50 p.m. The next regular meeting is February 5, 2003 at 6:00 p.m. at Suisun City Hall.

Respectfully submitted,



Kim Cassidy
Clerk of the Board

1-31-03
Date:



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
January 22, 2003

1. 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 Conference Room.

Present:

TAC Members Present:

| | |
|-------------------|---------------------|
| Dan Schiada | City of Benicia |
| Janet Koster | City of Dixon |
| Kevin Daughton | City of Fairfield |
| Dave Melilli | City of Rio Vista |
| Gary Cullen | City of Suisun City |
| Dale Pfeiffer | City of Vacaville |
| Mark Akaba | City of Vallejo |
| Charlie Jones Jr. | County of Solano |

Others Present:

| | |
|------------------|---------------------|
| Charlie Beck | City of Fairfield |
| Julie Pappa | City of Suisun City |
| Gian Aggarwal | City of Vacaville |
| Ed Huestis | City of Vacaville |
| John Harris | City of Vallejo |
| Gary Leach | City of Vallejo |
| Paul Wiese | County of Solano |
| Daryl Halls | STA |
| Mike Duncan | STA |
| Kim Cassidy | STA |
| Janice Sells | STA |
| Robert Guerrero | STA |
| Jennifer Tongson | STA |
| Joe Story | DKS Associates |
| Craig Goldblatt | MTC |

II. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans - None presented

MTC - None presented

STA - None presented

IV. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of November 27, 2002
Recommendation: Approve minutes of November 27, 2002
- B. Funding Opportunities
- C. Updated STA Meeting Schedule for 2003
- D. FTA Section 5310 Program
Recommendation: Forward a recommendation to the STA Board to:
1.) Authorize staff to submit an application for the FTA Section 5310 Program for purposes of replacing two Solano Paratransit vehicles; and 2.) Request transit operators from the Solano Paratransit service areas write a letter of support to include into the application submittal

On a motion by Mark Akaba, and a second by Charlie Jones Jr., the STA TAC unanimously approved the consent calendar.

V. ACTION ITEMS

A. Service and Fare Change for Transit Route 30

Elizabeth Richards summarized the proposed service and fare change to extend service to Sacramento on Route 30. She noted the increase in net operational cost of the service, funding options and marketing of the new route service prior to implementation.

Recommendation: Forward a recommendation to the STA Board to approve the funding shares for Route 30 for FY 2002-03 and FY 2003-04 as shown in Attachment A.

On a motion by Janet Koster, and a second by Mark Akaba, the STA TAC approved the recommendation.

B. STIP/TAP Agreement 2002/2003

Mike Duncan reviewed the purpose of the STIP-TAP program is, focus of monitoring efforts on Caltrans projects and the addition of \$100,000 to the STIP-TAP agreement.

Recommendation: Forward recommendation to the STA Board authorizing the Executive Director to enter into a Funding Agreement with MTC for FY 2002-2003 STIP-TAP funds for \$100,000.

On a motion by Dave Melilli, and a second by Janet Koster, the STA TAC approved the recommendation.

C. 2003-04 TFCA 40% Program Manager Guidelines and Call for Projects

Robert Guerrero summarized the staff revised TFCA Program Manager Guidelines which reflect BAAQMD's administrative improvements for 2003-04.

Recommendation: Forward a recommendation to the STA Board to: 1) Approve the 2003-04 TFCA Program Manager Guidelines and 2) Authorize staff to initiate a Call for Projects for the TFCA Program Manager funds

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

D. YSAQMD Clean Air Applications-Route 30 and Solano Bikelinks Map

Robert Guerrero reviewed the staff 2003-04 applications for YSAQMD Clean Air Funds for the following projects:

Citylink Route 30 Bus Service, 2003 Solano-Yolo BikeLinks Map and Commuter Incentives Program. Due to the likelihood of a shortage of funds next year, Dale Pfeiffer suggested the TAC support funding for Route 30 and the BikeLinks map and the Incentives Program with all projects, including those submitted by Cities to be prioritized prior to meeting the YSAQMD Committee.

Daryl Halls requested the TAC have STA prioritize the projects through the screening committee.

Recommendation: Forward a recommendation to the STA Board to: 1) Authorize STA staff to submit YSAQMD Clean Air Applications for \$20,000 for CityLink Route 30 Bus Service, \$7500 for the 2003 Solano BikeLinks Map and \$10,000 for the Commuter Incentives Program; 2) Support the City of Vacaville's Clean Air application for Solano BART Express (Route 40) in the amount of \$30,000 and 3) request STA staff prioritize submittal to the screening committee.

On a motion by Dale Pfeiffer, and a second by Dave Melilli, the STA TAC approved the recommendation with the addition of item 3 as indicated.

E. Landscape Policy for State Highways in Solano County

Mike Duncan reviewed the need to form a special TAC subcommittee to propose a potential policy for landscaping on State highways in Solano County.

Recommendation: Form a subcommittee of the TAC to propose a Landscape Policy for State Highways in Solano County.

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

VI. INFORMATION ITEMS

A. State Budget Update and Advocacy Principles to Address Funding Shortfalls

Daryl Halls highlighted the proposed series of potential program cuts and revenue increases being discussed to address the projected cuts in transportation funds.

B. Funding Requests for Priority Projects for Proposed \$3 Bridge Toll

Daryl Halls reviewed the priority projects, as proposed, for the \$3 Bridge Toll revenue. He noted the preliminary list of projects recommended for inclusion in the expenditure plan including Express Bus, Vallejo Baylink Ferry and Commuter Rail projects. He noted the I-80/680 project is not currently included.

C. Multi-Modal Travel Demand Model Status

Dan Christians provided a status of the project and Joe Story (DKS Associates) summarized development of a new multi-county, multi-modal travel demand model for Solano and Napa counties, the project's schedule and scope of work.

D. TIP Conformity Status

Mike Duncan reported that on December 24, 2002, the Ninth Circuit Court lifted the stay against the EPA's emissions budget. With this action, MTC released and adopted the 2003 TIP on January 22, 2003. He noted approval of the TIP will allow all projects to proceed and reviewed the list of Solano County projects included in the TIP.

E. TDA Distribution for Solano County FY 2003-04

Mike Duncan described the TDA fund estimate available to Solano County, the claim filing process and that estimates will be received in early February. He noted staff will be scheduling a special meeting of the TAC to develop a TDA matrix, after STA receives the FY 2003-04 TDA forecast for Solano County from MTC.

G. Legislative Update

Janice Sells provided an update on proposed legislation.

H. Status Report on Solano County Projects Funded Under the Transportation for Livable Communities and Enhancements Programs

Dan Christians reviewed Solano County approved the TLC and HIP projects and their implementation status.

I. STA/YSAQMD Transportation Land Use Conference

Dan Christians highlighted the purpose of the STA/YSAQMD Transportation Land Use Conference and the proposed "Toolkit" to be developed and released at the conference. He noted the Toolkit would highlight examples of Solano and Yolo County TLC projects.

J. ABAG Draft Projections 2003

Dan Christians discussed ABAG's draft Projections 2003 Smart Growth Forecast and reviewed projections from the most recent project in 2002 and the new projections for 2003 for each Solano County jurisdiction.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:12 p.m. The next meeting is scheduled for Wednesday, February 19, 2002 at 1:30 p.m.



DATE: January 27, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Application for the FTA Section 5310 Program to
Replace Two Solano Paratransit Vehicles

Background:

The Federal Transit Act (FTA) Section 5310 program is designed to provide funding for purchasing accessible vans and buses or other transportation related equipment to serve individuals with special needs. Approximately \$8.5 million is made available statewide on a competitive basis annually for non-profit and public agencies. Eligible projects include bus or van purchase/replacement and computer or radio equipment purchase/replacement. Agencies are eligible to receive up to 80 percent of the purchase price for vehicles and equipment, the remaining 20 percent is required as a local match from the applicant.

The STA operates the Solano Paratransit service through a contract with Fairfield-Suisun Transit and qualifies for this funding source as a public agency. Solano Paratransit provides intercity door-to-door service for Americans with Disabilities Act (ADA) eligible individuals living in Fairfield, Suisun City, Rio Vista, Dixon, Vacaville, and most of the unincorporated areas in Solano County. The Solano Paratransit service currently operates Monday - Friday with a fleet of eight vehicles.

Discussion:

STA staff proposes to apply for the FTA Section 5310 program to replace two Solano Paratransit vehicles for a total amount of \$114,000 at the maximum allowable amount of \$57,000 for each vehicle. The STA intends to provide a local match of \$28,500 from State Transit Assistance Funds (STAF) to satisfy the 20% match requirement. The two vehicles proposed to be replaced have vehicle mileages of 346,184 and 291,861 respectively (as of December 2002) and will be used as back-up vehicles if the STA is successful in obtaining funding through the FTA Section 5310 program.

As required for public agency applicants, the STA staff intends to publish a 'Notice to Apply' and will hold a public hearing in February at the STA Office Conference Room to allow for an opportunity for other FTA Section 5310 applicants from Solano County to testify that the STA's Solano Paratransit service duplicates their agency's service. If the other agency properly demonstrates that their service is in fact being duplicated, the STA may not qualify for the FTA Section 5310 program for this program year.

Fiscal Impact:

No impact to the STA General Operations Budget. A total of \$28,500 in 2003/04 STAF will be needed to provide a match for this grant funding.

Recommendation:

Approve the following:

- 1) Authorize staff to submit an application for the FTA Section 5310 Program for purposes of replacing two Solano Paratransit vehicles.
- 2) Request transit operators from the Solano Paratransit service areas write a letter of support to include into the STA's FTA Section 5310 application submittal.



DATE: January 27, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: YSAQMD Clean Air Applications
1.) Route 30
2.) Solano Bikelinks Map
3.) Commuter Incentives
4.) Route 40

Background:

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

YSAQMD jurisdictions in Solano County receive funding for Clean Air projects in the following categories: Alternative Fuels Infrastructure and Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies including Dixon, Rio Vista, Solano County, and Vacaville, and (as well as public schools and universities in these areas) are eligible for the program.

Solano County applications for YSAQMD Clean Air Funds are preliminarily reviewed by the STA-YSAQMD Clean Air Application Pre-Screening Subcommittee, which consists of two members or alternates from the STA Board and three members from the YSAQMD Board of Directors. The Pre-Screening Committee reviews Solano applications for funding amounts, project eligibility, and creates consensus for Solano County's Clean Air projects. All actions made by the Pre-Screening Committee are recommendations to the YSAQMD Board of Directors.

Discussion:

Solano County is anticipating \$130,000 in Clean Air funding this year. This is less than previous years due to the YSAQMD having to contribute funds to the State Implementation Plan (SIP) for the Sacramento Area Council of Governments (SAGOG) region. STA staff proposes to submit the following projects for 2003-04 YSAQMD Clean Air Funds program:

A. Citylink Route 30 Bus Service (\$20,000)- This is the last year the STA will apply for CityLink Route 30 Bus Service as agreed with the YSAQMD in the Route 30 clean air funding

phase out implementation plan. The STA recently restructured Route 30 to offer Sacramento service while keeping the existing service areas (Fairfield, Vacaville, Dixon, and Davis) intact. Ridership and fare box recovery is forecasted to increase as the new service begins implementation.

B. 2003 Solano-Yolo BikeLinks Map (\$7,500)- The Solano-Yolo BikeLinks Map continues to be a valuable tool for promoting bicycling as an alternative mode of transportation. Each year the STA's Bicycle Advisory Committee (BAC) updates the Solano-Yolo BikeLinks Map to illustrate the most current regional bicycle routes for Solano, Yolo, and portions of Napa and Sacramento counties. In addition to suggested bicycle routes, the Solano BikeLinks Map contains: contact information for Solano Napa Commuter Information; tips for bicycle to transit transfer; tips for bicycle traffic safety; park and ride locker information for Solano County; and information regarding rules for bicycles on buses, Amtrak, and BART. This Clean Air grant would be matched with \$7,500 from the Solano Napa Commuter Information's 2003-04 TFCA funds.

C. Commuter Incentives Program (\$10,000)- Solano Napa Commuter Information (SNCI) will be requesting \$10,000 for a commuter incentives program in eastern Solano County. This funding would provide the opportunity to expand the incentives programs that have been initiated by BAAQMD TFCA funding for more complete coverage, particularly in Dixon and Vacaville. A direct mail carpool incentive campaign was implemented in Rio Vista at the end of 2002. With additional funding, this incentive, or a variation of it, could be expanded to these other communities. The incentive program(s) would increase usage of carpooling and/or vanpooling.

In addition to the proposed 2003-04 YSAQMD Clean Air application submittals, STA staff to supports the City of Vacaville's Solano BART Express service (Route 40) Clean Air application for \$30,000. The Solano BART Express service provides transit service Monday through Friday between the cities of Vacaville and Fairfield to the Pleasant Hill BART station.

Fiscal Impact:

None to the STA General Operations Fund. YSAQMD Clean Air Funding would provide \$20,000 for CityLink Route 30 Bus Service, \$7,500 for the 2003 Solano BikeLinks Map, and \$10,000 for Commuter Incentives Program, all of which would be included in the FY 2003-04 STA Budget upon approval by the YSAQMD Board.

Recommendation:

Approve the following:

- 1) Authorize STA staff to submit YSAQMD Clean Air Applications for the following projects:
 - A. CityLink Route 30 Bus Service for \$20,000
 - B. 2003 Solano-Yolo BikeLinks Map for \$7,500
 - C. Commuter Incentives Program for \$10,000
- 2) Support the City of Vacaville's Clean Air application for Solano BART Express (Route 40) in the amount of \$30,000
- 3) Direct STA staff to prioritize submittals to the screening committee.



DATE: January 27, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: 2003-04 TFCA 40% Program Manager Guidelines
And Call for Projects

Background:

Similar to the Yolo Solano Air Quality Management District's Clean Air Program, the Transportation Fund for Clean Air (TFCA) Program provides funding for projects that reduce air pollution from motor vehicles such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/ educational projects. Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. Sixty percent of the entire TFCA funds collected are distributed regionally by the BAAQMD and the remaining 40% are for TFCA Program Manager projects recommended by the Congestion Management Agency (CMA) from each county in the BAAQMD air basin. The STA is designated the 'Program Manager' of the 40% TFCA funding and manages approximately \$340,000 in annual TFCA funding.

Each year the STA adopts TFCA Program Manager Guidelines based on the annually updated BAAQMD's TFCA Regional Guidelines. Regional Guidelines are approved in January of each year followed by a call for TFCA Regional and Program Manager Funds projects. The STA Board must approve TFCA Program Manager Fund applications before the BAAQMD application deadline, which usually occurs in April of each year.

Discussion:

This year the BAAQMD made relatively minor administrative improvements to the 2003-04 TFCA policies and guidelines. Attached is STA staff's revised TFCA Program Manager Guidelines that reflects this year's BAAQMD's guidelines. Staff also updated TFCA Program Manager deadlines for 2003, expanded the General Evaluation Criteria, and added clarification to required application requirements (particularly in the Smart Growth section of the guidelines).

Following adoption by the STA Board of this year's TFCA Program Manager Guidelines, staff proposes to issue a call for projects for the TFCA Program Manager Funds (see attached). Proposed revisions to the TFCA Program Manager Guidelines are presented in ~~strikeout~~ for deletions and *bold-italics* for additions.

Fiscal Impact:

None to the STA General Operations Fund. Actual funds received and awarded each year are included into the current year budget.

Recommendation:

Approve the following:

- 1) 2003-04 TFCA Program Manager Guidelines.
- 2) Authorize staff to initiate a Call for Projects for the TFCA Program Manager funds.

Attachment A. Proposed 2003-04 Solano TFCA Program Manager Guidelines



BAY AREA
AIR QUALITY



TRANSPORTATION
FUND FOR
CLEAN AIR

2002-03 2003-04 Solano TFCA Program Manager Guidelines Schedule, Screening, and Selection Process

General Screening Criteria

Projects must be consistent with the Bay Area Air Quality Management District BAAQMD's 2000 Clean Air Plan (CAP) *and 2001 Ozone Attainment Plan* and must be deliverable within 2 years of programming (i.e. within 2 years after initial program funds are received each year by the STA usually in October of the program year). When evaluating project deliverability, an agency's ability to implement previous projects within the allotted time will be reviewed. Also, only projects that would have net reduction in air emissions can be approved. If any questions arise on the evaluation criteria and policies, the BAAQMD program criteria shall supercede these guidelines or questions shall be submitted to BAAQMD staff for a final resolution on eligibility or policies. Sufficient data, as specified in these guidelines, shall be submitted by the applicant to calculate project emission reductions.

Proposed Schedule

| | |
|---|-----------------------|
| 2002-03 2003-04 Applications Submitted to STA | 3/1/02 3/3/03 |
| Executive Committee Reviews Applications | Week of 4/1/02 4/1/03 |
| STA Board Approves applications | 4/10/02 4/9/03 |
| Projects submitted to BAAQMD | 4/26/02 4/25/03 |

Eligible Project Types

The following are eligible project types for TFCA funding subject to BAAQMD TFCA criteria:

- Voluntary trip reduction programs or implementation of ridesharing programs.
- Purchase or lease of clean fuel buses for school districts and transit operators.
- Provision of low emission and/or high ridership feeder bus or shuttle service to rail, ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of CNG and electric vehicle demonstration projects.
- Clean air vehicles infrastructure projects for both electric recharging and natural gas

facilities.

- Implementation of bicycle facility improvement projects that are included in the adopted Solano Countywide Bicycle Plan or the Solano Congestion Management Program.
- ⊖ Physical improvements that support “Smart Growth” projects *which achieve motor vehicle emission reductions and implement Transportation Control Measures (TCM) 19 (Pedestrian Improvements) or 20 (Traffic Calming) as listed in the BAAQMD's Clean Air Plan and 2001 Ozone Attainment Plan. Projects must be that are identified in an area-specific plan, redevelopment plan, traffic calming plan, bicycle plan, pedestrian plan, general plan, or other similar plan. achieve motor vehicle emission reductions, and implement a transportation control measure.*

General Evaluation Criteria

1. *Priority will be given to applicants in good standing. Project sponsors who have failed to fulfill project monitoring and reporting requirement for any previously funded TFCA Program Manager Funds will not be considered for new funding for the current cycle, until such time that the unfulfilled obligations are met.*
2. Priority will be given to those projects that have the highest amount of local or non-TFCA matching funds.
3. Priority will be given to those projects having regional or sub-regional benefit (e.g. projects benefiting two or more jurisdictions or transportation systems).
4. Priority will be given to projects which have the greatest benefit to the reduction of vehicle trips and net reduction of air quality emissions (see attached lists of applicable data needed to calculate this information).
4. Based on the data submitted, all projects must achieve an overall TFCA cost effectiveness of \$50,000 per ton of emissions calculated on a countywide aggregate basis.
5. ~~For sponsors requesting continued funding, all required monitoring reports and signed funding agreements shall have been received.~~
6. All trip reduction or implementation of ridesharing programs must have clearly defined services including such activities as carpool matching, vanpool program support, direct employer services and a monitoring program to accurately identify number of trips reduced each fiscal year.
7. All transit coordination and information programs must directly support and implement the recommendations of the 1998 5-Year Solano Intercity Transit Plan and/or 2002 Solano Comprehensive Transportation Plan.

Proposed Project Scoring and Selection Process

The Executive Committee of the STA will evaluate each application and achieve a consensus recommendation for each project. Then final recommendations will be made to the STA Board.

Backup projects will also be allowed in case any recommended projects that are not approved by the BAAQMD.

Throughout the project review process, the committee will also consider each project's potential for competing in the discretionary regional (60%) funding process. The committee may recommend that certain projects compete in the regional program.

As part of the application, each project sponsor is requested to answer each of the questions related to the following scoring categories:

I. Project Effectiveness (up to 70 points)

This criterion will help to evaluate projects based on the extent to which the project is effective in reducing vehicle trips, *reducing vehicle motor emissions*, improving air quality and meeting other program goals. Project sponsors are asked to complete the attached worksheets that explain how the project will be implemented and the benefits that can be expected. An individual project may only exceed a funding effectiveness threshold of \$50,000 or more of TFCA funds per ton of air emissions if it does not negatively result in exceeding the overall aggregate cost effective threshold of \$50,000 for the entire TFCA Program. In order to calculate the amount of expected air emissions, please submit applicable information for the following eligible categories:

Trip Reduction/Implementation of Ridesharing

- Projected total annual number of vehicle trips reduced (one-way)
- Average length of reduced trip (one-way)
- Explanation of how vehicle trips and trip length were determined

Shuttle Buses/Feeder Buses

- Shuttle bus routes should serve either a rail station, airport, or ferry terminal
- Description of shuttle/feeder bus service: type of buses used, year built, fuel type, route length, number of one-way bus trips a day, schedule
- Projected one year operational data: average daily ridership, total annual boardings, miles of service
- Projected annual number of vehicle trips reduced (one-way)
- Estimated prior mode of patrons (i.e. % drive alone)
- Projected percent of patrons making vehicle trip to access transit
- Expected length of vehicle trips to access transit
- Explanation of how # of vehicle trips and trip length were determined
- Diesel shuttle bus routes are unlikely to be funded unless there is substantial ridership (i.e. new buses and more than 75% occupancy per average trip)

Clean Air Transit and School Vehicles

- Number of vehicles to be purchased
- Type (CNG, electric, hybrid etc.)
- Passenger size
- Per vehicle cost of vehicles

- Incremental cost of the clean air vehicle(s) as compared to purchase price of a conventional vehicle
- Average annual mileage of vehicles being replaced

Bicycle Projects

- *Indicate if the project is consistent with the California Highway Design Manual for construction of path, trails or bridges (Class I), bicycle lanes (Class II) or bike routes (Class III), and be consistent with the California Highway Design Manual.*
- *Indicate bicycle capacity which the project will serve at any given time (i.e. the number of bicycle lockers) for projects may also include bicycle racks (including bike racks on buses), bicycle lockers, bicycle storage facilities or police bikes (electric or non-electric).*
- *Indicate how bike routes should serve regional, sub-regional or multi-jurisdictional travel demand.*
- *Include an estimate of reduced Must reduce a sufficient amount of daily vehicle trips, to comply with BAAQMD funding effectiveness standards for bike routes*
- Bike routes must be included in the Solano Countywide Bicycle Plan or Solano Congestion Management Program.

Arterial Management Projects

- Provide Location of Project
- Segment Length (miles)
- Time Period (describe expected time over which speeds will be increased)
- Traffic must be at least 20,000 average daily traffic volume (w/o project)
- Provide Travel Speed w/o project
- Days/yr project would affect traffic
- Traffic volume w/Project
- Travel Speed w/Project
- Projects may not include routine maintenance

Rail-Bus Integration and Transit Information Systems

- Detailed description of proposed rail-bus integration and/or transit information systems
- Proposed products and estimated one year cost estimate for each one such as the following:
 1. Printing and/or distribution of intercity transit map and copies
 2. 1-800 transit information number and transit information and trip planning assistance
 3. Transit kiosks
 4. Transit, *carpool, vanpool, and bicycle* incentives
 5. Park-and-ride information and support facilities
 6. Web site for transit information, ridesharing or trip planning
 7. Promotional campaign to encourage ridership on rail or intercity transit systems
 8. Annual ridership survey to determine the change in mode as result of any of the above efforts
- Describe total overall bus-rail system, one-way length of combined routes, average number of daily one-way trips for the entire system or systems.

- Projected one year operational data for the overall system (or systems):
- Average daily ridership
- Total average days per year of service
- Total average annual boardings
- Total average annual vehicle miles of service
- Projected daily number of vehicle trips reduced (one-way)
- Estimated prior mode of patrons (i.e. % drive alone)
- Projected percent of patrons making vehicle trip to access shuttle/feeder bus or park and ride facilities
- Expected average length of vehicle trips to access rail, transit or park and ride facilities
- Explanation of how # of vehicle trips and trip length were determined

Clean Air Vehicle Demonstrations (i.e. electric vehicles for public fleets)

- For clean air vehicles with of gross vehicle weight of 10,000 pounds or less. TFCA funding shall be no more than the following funding incentive amount:

| <u>Eligible Vehicle</u> | <u>TFCA Funding Amount Per Vehicle**</u> |
|--|--|
| Ultra Low Emission Vehicle (ULEV) | \$2,000 |
| Super Low Emission Vehicle (SULEV) | \$4,500 |
| Highway Zero Emission Vehicle | \$6,000 |
| City Zero Emission Vehicle | \$3,000 |
| Neighborhood Zero Emission Vehicle | \$1,500 |
| Three-wheel Zero Emission Vehicle | \$1,500 |
| Hybrid electric vehicles (SULEV) | \$1,500 |
| Hybrid electric vehicles (ULEV or SULEV) | \$1,000 |

For clean air vehicle projects with a gross vehicle weight of more than 10,000 pounds, projects sponsors may receive no more than the incremental cost of the cleaner vehicle.

Clean Air Vehicles Infrastructure Projects

- The maximum amount of funding is limited to the amount necessary to satisfy the recharging demand created by the demonstration project.
- After satisfying the project needs, the recharging facility must be accessible, to the extent feasible, to other public agencies, private fleets and the general public.
- Funds may be used for both electric recharging and natural gas refueling infrastructure.

Smart Growth

- *State whether or not project is included in the Alternative Modes Element of the STA's Solano Comprehensive Transportation Plan.*
- *Identify other plans the project is listed under (i.e. redevelopment plan, traffic calming plan, bicycle plan, pedestrian plan, general plan)*
- *Identify which TCM the project addresses*
- *Demonstrate what elements or components the project includes to qualify it as a 'Smart Growth' project.*

II. Regional or Corridor Benefit (up to 20 points)

Does the project have regional benefit (i.e. benefits more than one jurisdiction, promotes regional transportation systems or supports a major transportation corridor)? Does the project support transportation and land use policies and programs that support the region's air quality objectives, particularly those that reduce air pollution from motor vehicles. Describe those benefits and the regional area or corridor benefits.

III. Matching Funds (Up to 10 points)

Does the project, route or system have other matching funds or would it be 100% funded with TFCA funds? Preference will be given to projects which utilize other local, regional, state or federal, matching funds, which work with TFCA funds to leverage a larger project.



DATE: January 28, 2003
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Update

Discussion:

An updated Legislative Matrix is prepared for your information (see attachment A).

Issues of Interest:

ACA 7 (Dutra) – This bill would authorize a county, a city and county, and a regional transportation agency to impose a sales and use tax for a period of 20 to 30 years, at a rate of .5% for transportation purposes if the tax is approved by 55% of the voters of the jurisdiction (see Attachment B). Staff recommends a position of support as identified in the STA's 2003 Legislative Priorities.

This bill will be heard by the Assembly Committee on Transportation on February 14, 2003.

SCA 2 (Torlakson) - This bill would authorize a city, a county, a city and county, or a regional transportation agency, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning. The bill proposes that 25% of the revenues derived from this tax be used for the purpose of smart growth (see Attachment C).

This bill has been introduced by Senator Torlakson for the purpose of beginning the discussion on lowering the voter ratio for transportation to a simple majority as recommended in this bill. Staff is recommending position of watch.

Recommendation:

Approve the following:

1. ACA 7 (Dutra) – Support
2. SCA 2 (Torlakson) - Watch

Attachments: A. Legislative Matrix – February 2003
B. ACA 7 Legislation
C. SCA 2 Legislation

***Solano Transportation Authority
2003 Legislative Matrix
February 2003***

State Legislation

| State Legislation Bill/Author | Subject | Status | Position |
|--|---|---|-----------------|
| AB 13 (Harmon) Transportation – transfer of property | This bill would authorize Caltrans to transfer property that is not part of the highway right-of-way to a nonprofit organization incorporated under the Nonprofit Corporation Law, subject to existing obligation regarding the property. The bill would authorize Caltrans to create an endowment in order to provide for maintenance of the transferred policy. | ASM Referred to the Committee on Transportation | |
| AB 114 (Nakano – Principal Coauthor Wiggins) Vehicles: hybrid vehicles – use of high occupancy vehicle lanes | This bill would authorize a hybrid vehicle, as defined, to be operated upon an exclusive or preferential use lane, regardless of the number of occupants in the vehicle, unless specifically prohibited by a traffic control device. | ASM Referred to the Committee on Transportation | |
| ABX1 8 (Oropeza) Transportation | This bill would express the intent of the Legislature to implement reduction in the Budget Act of 2002 relating to transportation programs. | ASM Budget (hearing date January 27) | |
| ACA 7 (Dutra) Transportation: Sales and Use Tax | This bill would authorize a county, a city and county, and a regional transportation agency, notwithstanding any other provision of the California Constitution, to impose an additional sales and use tax for a period of 20 to 30 years, as specified, at a rate of 0.5% exclusively for transportation purposes within the jurisdiction of the county, city and county, or regional transportation agency if the additional tax is approved by 55% of the voters of the jurisdiction voting on the proposition to impose the tax. This measure would require the revenues derived from these taxes to be deposited in the Local Transportation Infrastructure Account, which would be created in the State Transportation Fund. The measure would require the State Board of Equalization to collect and administer the tax revenue. The measure would require moneys in the account that were collected in each county, city and county, or regional transportation agency, less administrative costs and refunds, to be allocated by the State Board of Equalization to the county, city and county, or regional transportation agency imposing the tax, and to be used for specified transportation purposes. | ASM Referred to the Committee on Transportation (hearing date – February 14) | Support |
| SCA 2 (Torlakson) | This bill would authorize a city, a county, a city and county, or a regional | SEN | Watch |

| | | | |
|--|---|---|--|
| Local government – transportation and smart growth | transportation agency, as defined, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning. | Transportation (Referred to the Committee on Transportation (hearing date – February 4) | |
|--|---|---|--|

BILL NUMBER: ACA 7 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Member Dutra
(Principal coauthor: Assembly Member Wolk)

JANUARY 14, 2003

Assembly Constitutional Amendment No. 7--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by adding Article XIX C thereto, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 7, as introduced, Dutra. Transportation funding: sales and use tax.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, and prohibits these entities from imposing an ad valorem tax on real property or a transactions or sales tax on the sale of real property. Existing statutory provisions and provisions in the California Constitution either impose or authorize the imposition of state or local sales and use taxes upon the gross receipts from the sale within the taxing jurisdiction of, or the storage, use, or other consumption in this jurisdiction of, tangible personal property.

This measure would authorize a county, a city and county, and a regional transportation agency, as defined, notwithstanding any other provision of the California Constitution, to impose an additional sales and use tax for a period of 20 to 30 years, as specified, at a rate of 0.5% exclusively for transportation purposes within the jurisdiction of the county, city and county, or regional transportation agency if the additional tax is approved by 55% of the voters of the jurisdiction voting on the proposition to impose the tax.

This measure would require the revenues derived from these taxes to be deposited in the Local Transportation Infrastructure Account, which would be created in the State Transportation Fund. The measure would require the State Board of Equalization to collect and administer the tax revenue. The measure would require moneys in the account that were collected in each county, city and county, or regional transportation agency, less administrative costs and refunds, to be allocated by the State Board of Equalization to the county, city and county, or regional transportation agency imposing the tax, and to be used for specified transportation purposes.

Vote: 2/3. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2003-04 Regular Session commencing on the second day of December 2002, two-thirds of the membership of each house concurring, hereby proposes to the people of

ACA 7 Assembly Constitutional Amendment - INTRODUCED

the State of California that the Constitution of the State be amended by adding Article XIX C thereto, to read:

ARTICLE XIX C

TRANSPORTATION IMPROVEMENT AND MAINTENANCE ACT

SECTION 1. (a) Notwithstanding Section 4 of Article XIII A, Section 2 of Article XIII C, or any other provision of this Constitution, for the exclusive purpose of funding local and regional transportation planning, research, design, construction, operation, maintenance, and rehabilitation, and environmental mitigation related to the impacts of transportation projects, a county, a city and county, or a regional transportation agency may, with the approval of 55 percent of the voters of the jurisdiction voting on the proposition, impose the following sales and use tax within its jurisdiction:

(1) For the privilege of selling tangible personal property at retail, a sales tax upon all retailers at the rate of one-half of 1 percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this state.

(2) An excise tax upon the storage, use, or other consumption in this state of tangible personal property purchased from any retailer for storage, use, or other consumption in this state at the rate of one-half of 1 percent of the sales price of the property.

(b) (1) If a transactions and use tax of limited duration, imposed for transportation purposes or general purposes, is not in effect in the jurisdiction of a county, a city and county, or a regional transportation agency on the date that a tax described in subdivision (a) is approved by 55 percent of the voters of the jurisdiction voting on the proposition to impose the tax, the tax described in subdivision (a) is imposed for a period of 20 years commencing with the first calendar quarter that commences more than 90 days after the effective date of the approval of the tax by the voters.

(2) If a transactions and use tax of limited duration, imposed for transportation purposes or for general purposes, is in effect in the jurisdiction of a county, a city and county, or a regional transportation agency on the date that a tax described in subdivision (a) is approved by 55 percent of the voters of the jurisdiction voting on the proposition to impose the tax, the tax described in subdivision (a) is imposed for a period of not more than 30 years commencing with the first day upon which the transactions and use tax is repealed or otherwise becomes inoperative.

(3) (A) Except as otherwise provided in paragraphs (1) and (2), the tax described in subdivision (a) shall be imposed in a county, a city and county, or a regional transportation agency in addition to any other state or local sales and use tax or transactions and use tax imposed in that jurisdiction in accordance with law.

(B) For purposes of this article, a transactions and use tax imposed for transportation purposes does not include any portion of a local sales and use tax that is imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law (Part 1.5 (commencing with Section 7200) of Division 2 of the Revenue and Taxation Code), or its successor.

(4) The tax described in subdivision (a) shall be administered in the same manner as the tax imposed pursuant to the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or its successor, and shall be subject to any exemption from taxation set forth in that law.

(c) For purposes of this section, "regional transportation agency" means all of the following:

BILL NUMBER: SCA 2 INTRODUCED
BILL TEXT

INTRODUCED BY Senator Torlakson

DECEMBER 2, 2002

Senate Constitutional Amendment No. 2--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by adding Section 16 to Article XI thereof, by amending Section 4 of Article XIII A thereof, by amending Section 2 of Article XIII C thereof, and by amending Section 3 of Article XIII D thereof, relating to local development.

LEGISLATIVE COUNSEL'S DIGEST

SCA 2, as introduced, Torlakson. Local government: sales taxes: transportation and smart growth planning.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, and prohibits these entities from imposing an ad valorem tax on real property or a transactions or sales tax on the sale of real property.

This measure would authorize a city, a county, a city and county, or a regional transportation agency, as defined, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning, as defined.

Vote: 2/3. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

WHEREAS, Adequate transportation infrastructure and services are critical to California's prosperity as well as the travel, business, and recreational needs of all Californians; and

WHEREAS, California's continued growth will increase the strain on the state's transportation infrastructure, which is already overburdened and inadequately funded to meet current and future needs; and

WHEREAS, The California Transportation Commission reported in 1999, pursuant to Senate Resolution 8, that California faces more than \$110 billion in unmet transportation infrastructure needs; and

WHEREAS, California's inadequate transportation system has worsened traffic congestion, increased commute times, slowed delivery of goods and services, and increased costs for businesses; and

WHEREAS, Eighteen counties in California representing over 80 percent of the population have enacted local countywide transportation sales tax measures by a majority vote to fund critically needed highway and public transit needs, the funding from which represents about one-half of all new capital invested in new facilities in the past decade in our state; and

WHEREAS, Counties have clearly demonstrated their ability to

SCA 2 Senate Constitutional Amendment - INTRODUCED

manage and spend these funds efficiently and effectively to operate and maintain public transit, build high-priority transportation projects, rehabilitate and improve the local street and road network, and accomplish other goals for improving the transportation system; and

WHEREAS, In order to ensure that California will be able to meet its current and future transportation and land use planning needs and thereby preserve and enhance the prosperity and daily activities of all Californians, it is necessary to place before the voters this measure to provide the opportunity for voters to choose for themselves the creation of an additional funding source that is dedicated exclusively to the funding of California's local transportation requirements, is administered by cities, counties, and regional transportation agencies, and is directly responsive to local transportation needs; and

WHEREAS, To prepare for and manage the pressures, related to transportation issues, of continued growth in California, local, regional, and state government authorities have developed "smart growth" policies to better connect housing opportunities with employment centers, reduce commute times, discourage urban sprawl, encourage infill development, and achieve other goals that increase the quality of life for all Californians; and

WHEREAS, More than 300 California organizations have called upon California officials to follow smart growth principles in addressing California's future growth and development, including all of the following:

(a) Planning for the future by making government more responsive, effective, and accountable through reforming the system of land use planning and public finance.

(b) Promoting prosperous and livable communities by making existing communities vital and healthy places for all residents to live, work, obtain an education, and raise a family.

(c) Providing better housing and transportation opportunities by developing efficient transportation alternatives and a range of housing choices affordable to all residents without jeopardizing farmland, open space, and wildlife habitat.

(d) Conserving green space and the natural environment by focusing new development in areas planned for growth, while protecting air and water quality and providing green space for recreation, water recharge, and wildlife.

(e) Protecting California's agricultural and forest lands by shielding California's farm, range, and forest lands from sprawl and the pressure to convert farmland to development; now, therefore, be it

Resolved by the Senate, the Assembly concurring, That the Legislature of the State of California at its 2003-04 Regular Session commencing on the second day of December 2002, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended as follows:

First--That Section 16 is added to Article XI thereof, to read:

SEC. 16. (a) A city, a county, a city and county, or a regional transportation agency may, with the approval of a majority of those voters of the jurisdiction voting on the proposition, impose a special tax upon the privilege of selling tangible personal property at retail within that jurisdiction, if both of the following conditions are met:

(1) The tax is imposed exclusively for the purpose of funding transportation projects and services and related smart growth planning.

SCA 2 Senate Constitutional Amendment - INTRODUCED

(2) The city, county, city and county, or the regional transportation agency is otherwise authorized by law to impose a new tax in the form of a special tax upon the privilege of selling one or more classes of tangible personal property at retail within its jurisdiction.

(b) At least 25 percent of the revenues derived from any tax imposed pursuant to subdivision (a) shall be used for the purpose of funding smart growth planning.

(c) For purposes of this section:

(1) "Regional transportation agency" means all of the following:

(A) The Metropolitan Transportation Commission created by Section 66502 of the Government Code, as that statute read on January 1, 2002.

(B) The Los Angeles County Metropolitan Transportation Authority, or any successor to that authority.

(C) The Orange County Transportation Authority.

(D) Any local or regional transportation entity that is designated by statute as a regional transportation agency.

(2) "Funding of transportation projects and services" includes the servicing of indebtedness issued for the purpose of funding those transportation projects and services.

(3) "Smart growth planning" means land use planning programs that conserve open space, reduce air pollution, and provide housing in close proximity to population and employment centers.

Second--That Section 4 of Article XIII A thereof is amended to read:

Section 4. ~~Cities, Counties and special districts~~

~~Except as provided by Section 16 of Article XI, a city, county, or special district, by a two-thirds vote of the qualified electors of such district its voters voting on the proposition, may impose special taxes on such a special tax within that city, county, or special district, except an ad valorem taxes tax on real property or a transaction transactions tax or sales tax on the sale of real property within such City, County that city, county, or special district.~~

Third--That Section 2 of Article XIII C thereof is amended to read:

SEC. 2. ~~Local Government Tax Limitation.~~

Notwithstanding any other provision of this Constitution:

(a) ~~All taxes~~ Any tax imposed by any local government ~~shall be deemed to be~~ is either a general ~~taxes or special taxes~~ tax or a special tax. ~~Special~~

A special purpose ~~districts or agencies~~ district or agency, including a school ~~districts, shall have~~ district, has no ~~power~~ authority to levy ~~general taxes~~ a general tax.

(b) No local government may impose, extend, or increase any general tax unless and until that tax is submitted to the electorate and approved by a majority vote. A general tax ~~shall~~ is not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved. The election required by this subdivision shall be consolidated with a regularly scheduled general election for members of the governing body of the local government, except in cases of emergency declared by a unanimous vote of the governing body.

(c) Any general tax imposed, extended, or increased, without voter

SCA 2 Senate Constitutional Amendment - INTRODUCED

approval, by any local government on or after January 1, 1995, and prior to the effective date of this article, ~~shall~~ may continue to be imposed only if *that general tax is approved by a majority vote of the voters voting in an election on the issue of the imposition, which election shall be held ~~within two years of the effective date of this article~~ no later than November 6, 1996,* and in compliance with subdivision (b).

(d) ~~No~~ Except as provided by Section 16 of Article XI, a local government may not impose, extend, or increase any special tax unless and until that tax is submitted to the electorate and approved by a two-thirds vote. A special tax ~~shall~~ is not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved.

Fourth--That Section 3 of Article XIII D thereof is amended to read:

SEC. 3. ~~Property Taxes, Assessments, Fees and Charges Limited.~~ (a) ~~No~~ An agency may not assess a tax, assessment, fee, or charge ~~shall be assessed by any agency~~ upon any parcel of property or upon any person as an incident of property ownership except:

(1) The ad valorem property tax imposed pursuant to Article XIII and Article XIII A.

(2) Any special tax receiving a two-thirds vote pursuant to Section 4 of Article XIII A or Section 2 of Article XIII C, or, as applicable, a majority vote pursuant to Section 16 of Article XI

(3) Assessments as provided by this article.

(4) Fees or charges for property related services as provided by this article.

(b) For purposes of this article, fees for the provision of electrical or gas service ~~shall~~ are not ~~be~~ deemed charges or fees imposed as an incident of property ownership.



DATE: January 28, 2003
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Abandoned Vehicle Abatement Program Equipment Request

Background:

In August 2002, the Abandoned Vehicle Abatement Program (AVA) account had a fund balance of \$35,000 from years prior to 1997. In order to expend those funds, a request for equipment needs was issued to each of the qualifying jurisdictions with a deadline of September 5, 2002. According to state law the requested equipment must be used expressly for the purposes of abating abandoned vehicles. Two requests were received. The City of Benicia requested computer equipment and the City of Vallejo requested equipment totaling \$24,228.00 (see attachment A). The STA Board approved the City of Benicia request with the understanding that the Vallejo request was delayed until appropriate back-up material was provided.

Discussion:

The City of Vallejo staff has submitted back-up material and STA staff is recommending equipment purchase as follows:

| | |
|---|-------------------|
| 1 Nikon digital camera with flash card, speedlight, battery and case | \$ 916.59 |
| 1 Dell Laptop Computer | \$1,499.00 |
| 1 Epson Printer | \$ 130.00 |
| 1 AutoCITE series D handheld computer with charger, and software | <u>\$5,000.00</u> |
| Total | \$7,545.59 |

The remainder of the funding request was deemed to be for equipment not specifically related to the AVA program.

Recommendation:

Approve the purchase of Abandoned Vehicle Abatement Program equipment for the City of Vallejo in the amount of \$7,545.59.

Attachment A. Letter and purchase pricing material



CITY OF VALLEJO

POLICE DEPARTMENT

111 AMADOR STREET • P.O. BOX 1031 • VALLEJO • CALIFORNIA • 94590-6301 • (707) 648-4321
FAX (707) 648-4490

To: Janice Sells
Program Manager / Analysis
Solano Transportation Authority

From: Rick Florendo
Sergeant of Police
Vallejo Police Department

Re: Equipment Purchases

Date: September 4, 2002

As the supervisor of the South Vallejo Sub-Station, I oversee the Vallejo Police Department's Abandoned Vehicle Abatement program. The City of Vallejo, like many other bay area cities is plagued with abandoned vehicles. These eye sores pose both a health risk and a financial burden on any cities' budget. However, with more pressing issues such as robberies and homicides, many cities vacate the abandon vehicle abatement program to the bottom of the list for budgets. Thus, your call for requests of purchase of equipment for the AVA program is a welcomed offering.

My employees, both sworn and civilian, are aggressively addressing the problem. Our program receives an average of 700 complaints of abandoned vehicles per month. Besides tagging and towing the vehicles, we have taken a more aggressive approach and have gone after the responsables criminally. Within in the past two weeks we have cited two persons who have "dumped" their vehicles on our streets. Both of these cases have been filed by the Solano County District Attorney's office.

Therefore, in order to facilitate our enforcement actions, we request the following equipment. Q-star Technology FlashCam-530 is a camera that is motion sensitive. The camera can be mounted on a solid platform such as a wall or light pole in an area where vehicles or vehicle parts such as tires, batteries or engine parts are dumped. When a violation occurs, the camera is triggered and photos of the suspects are taken. We then take these photos as evidence to be used in later criminal proceedings. The cost of the FlashCam-530 is \$3300.



CITY OF VALLEJO

POLICE DEPARTMENT

111 AMADOR STREET • P.O. BOX 1031 • VALLEJO • CALIFORNIA • 94590-6301 • (707) 648-4321
FAX (707) 648-4490

In one of the previously mentioned criminal cases, a surveillance camera from an adjacent business captured the images of the suspects "dumping" their car. Based on these photographs as well as witness statements, the Solano County District Attorney's office has file criminal charges of 117550 H&S against the two suspects. In addition, the Vallejo Police Department currently has a FlashCam-530 on loan. The camera is being used in an area where we are experiencing trash dumping such as old tires.

Additionally, we request three digital cameras for each of our sub-stations. In the other previously mentioned criminal case, photos of the abandoned vehicles were taken as well as other evidence showing the elements of the crime. In that incident, the suspect towed his car out of his driveway and onto the street. We took photographs of the evidence which showed that the car came from his driveway. Also, digital cameras are much more economical in that pictures can be stored on CD discs rather than the more traditional rolls of film. We are also putting together a PowerPoint presentation to present to various businesses and other citizen groups to show the impact of abandoned vehicles in Vallejo. The Olympus D-510 zoom camera runs about \$199.00 per camera. Three cameras would be around \$600.00.

In support of the camera, we request a Dell Laptop C640 computer which runs about \$1499.00. Also, we ask for an Epson C80 printer for \$130.00 and an Epson scanner 1250 for about \$169.00. Lastly, we also ask for the Adobe Photoshop 7.0 software which costs about \$600.00. These items are needed to complete the system.

Currently, we are administering our program through an in-house generated computer program. The system has its drawbacks and does not meet all of our needs. Therefore, in order to facilitate our enforcement actions, we request the following equipment. Enforcement Technology, Inc. is a nationally known company that produces a product known as "AutoCITE" that is tailored for the abandoned vehicle abatement program.

"AutoCITE" consists of a computer software that would manage the program as well as handheld devices to input the information. Typically, an officer would take the handheld to where the abandoned vehicle is located. The officer would then enter the VIN or license plate as well as the location of the vehicle. A notice is then printed from the handheld and placed on the vehicle. After doing several vehicles in this manner, the information would be downloaded into the computer. The unit can hold up to 300 entries. The computer would maintain the records for these vehicles. Regular updates can be made to indicate at what stage of the abatement process the vehicle is in.



CITY OF VALLEJO

POLICE DEPARTMENT

111 AMADOR STREET • P.O. BOX 1031 • VALLEJO • CALIFORNIA • 94590-6301 • (707) 648-4321
FAX (707) 648-4490

The "AutoCITE" software is divided into two different packages. The host software costs about \$4000. The software needed for the abandoned vehicle program is about \$2000. The handhelds are \$2800 each. We would need four handheld devices. There is also a docking station which costs \$700. The entire system would be \$17,900.

This system will be set-up to exclusively handle and administer the abandoned vehicle program and would not be used for any other function. It would replace the current system that we use.

Ideally, we would like all of the items that we requested. However, I understand that wish may not be possible. So, please feel free to call me at (707) 648-4572 or cellular phone (707)333-9786. I would be glad to discuss any questions or issues you may have. I and my staff plan on attending the next meeting.

Beat Health - Digital Camera Quotes

Date: 11/19/2002
To: Captain West, Lt. Garcia
Cc: Sgt. Florendo
From: Lt. Ron Becker

I have received the following quotes for the digital camera gear you requested:

17th Street Photo

- 3 – Nikon 4500 digital cameras \$560 each (\$1680)
- 6 – SanDisk 256 MB Compact Flash Cards \$98 each (\$588)
- 3 – NikonSB-50DX Speedlight \$160 each (\$480)
- 3 – Nikon EN-EL1 Battery \$30 each (\$90)
- 3 – Pelican 1450 Camera Case \$68.59 each (\$205.77)

Total - \$3043.77

B&H Photo

- 3 – Nikon 4500 digital cameras \$599.95 each (\$1799.85)
- 6 – SanDisk 256 MB Compact Flash Cards \$109.95 each (\$659.70)
- 3 – NikonSB-50DX Speedlight \$164.95 each (\$494.85)
- 3 – Nikon EN-EL1 Battery \$34.95 each (\$104.85)
- 3 – Pelican 1450 Camera Case \$68.59 each (\$205.77)

Total - \$3265.02

Camera World

- 3 – Nikon 4500 digital cameras \$671.99 each (\$2015.97)
- 6 – SanDisk 256 MB Compact Flash Cards \$152.99 each (\$917.94)
- 3 – NikonSB-50DX Speedlight \$199.95 each (\$599.85)
- 3 – Nikon EN-EL1 Battery \$35.96 each (\$107.88)

11/19/2002

Confidential

11/19/2002

Beat Health - Digital Camera Quotes

3 – Pelican 1400 Camera Case \$55.19 each (\$165.57) (Note: Smaller case than the 1450 model)

Total - \$3807.21

RWB

Attachments

11/19/2002

Confidential

ENFORCEMENT TECHNOLOGY, INC.

**City of Vallejo
Attn: Aileen Weddell**

**AutoCITE
PRICE QUOTATION**

September 23, 2002

| ITEM or SERVICE | QUANTITY | UNIT PRICE | TOTAL PRICE |
|--|----------|------------|---------------------------------|
| 1. AutoCITE Series D Handheld Computer | 4 | 2,300 | 9,200 |
| 2. Charger/Multiplexer Model 4M including RJ12 cords (4 ports) | 1 | 700 | 700 |
| 3. Abandoned Vehicle Software | 1 | 2,000 | 2,000 |
| TOTAL AutoCITE System PURCHASE: | | | \$ 11,900 (Plus Tax) |

DELIVERY and PAYMENT SCHEDULE

Delivery is normally 6-8 weeks ARO. All hardware, software, training and travel expenses will be invoiced upon the completion installation and training and will be due in 30 days or 98% with purchase order. **A 1.5% late fee per month will be charged after 30 days.** Customization will be invoiced 50% with the Order and 50% upon Delivery.

Dell.com

About Dell | Contact | Search | Support

My Cart



MEDIUM & LARGE BUSINESS

Computers | Software & Peripherals | Parts & Upgrades | Services

Buy Online or Contact Your Sales Rep

Main | Desktops | Notebooks | Workstations | Servers | Storage | Networking

LATITUDE C640 DETAILS

New Customers

- ▶ Start your relationship with Dell

Premier Customers

- ▶ Premier Login
- ▶ What is Premier?
- ▶ Premier Support

Purchasing Tools

- ▶ My Cart
- ▶ Quote to Order

Service and Support

- ▶ Customer Care
- ▶ Solutions Center

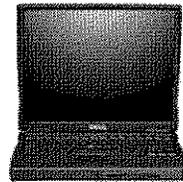
Microsoft®

- ▶ Microsoft® Operating Systems

Free E-mail Updates

Enter your e-mail address:

Get the latest product info and special offers from Dell.



Latitude C640

Packing Pentium 4 performance in a thin and light notebook for the ultimate in 'power density'.

[▶ Customize it](#)

360 Demo
No Plug-in necessary

[Product Views](#) [Highlights](#) [Tech Specs](#) [Service & Support](#)

- ▶ Front View
- ▶ Top View
- ▶ Touch Pad
- ▶ Left Side View
- ▶ Right Side View
- ▶ Back View



Front View

Dimensions

Height: 1.4" (35.5mm)

Display

14.1" XGA and SXGA+ active matrix (TFT) displays

Modular Bay

Supports any C-Family Media Device or a second battery for a variety of configuration choices.

Primary Battery

8-cell Lithium-Ion

57

Width: 12.5" (319.5mm)
Depth: 9.9" (253.6mm)

(66Whr) Battery,
featuring
ExpressCharge™
technology.

▶ [Back to Latitude Notebooks](#)

Dell PCs use genuine Microsoft® Windows®
www.microsoft.com/piracy/howtotell → 

Copyright 1999-2003 Dell Computer Corporation. For customers of the 50 United States only.
Site Terms of Use : [Terms and Conditions of Sale](#) : [Dell's Privacy Policy](#) : [Battery Recall Information](#)



MY ACCOUNT: LOG ON | CREATE | ORDER STATUS | TERMS AND CONDITIONS

You have 0 item(s) in your Subtotal: \$0.00

[View Cart](#)

Search



[Advanced | Tips](#)

[Advertised Specials](#)

[Locations](#)

[Customer Service](#)

[Gift Cards](#)

[PROMOTIONS](#)

CATEGORIES

Printers

- [Photo Printers](#)
- [Inkjet Printers](#)
- [Laser Printers](#)
- [All-In-One Printers](#)
- [Dot Matrix / Impact ...](#)
- [Fax Machines](#)
- [Label Printers](#)
- [Thermal Printers](#)

Apple

- [Accessories](#)
- [Computers](#)
- [Digital Cameras](#)
- [Electronics](#)
- [Gaming](#)
- [Monitors](#)
- [Movies](#)
- [Networking](#)
- [Notebooks](#)
- [PDAs](#)
- [Software](#)
- [Scanners](#)
- [Upgrades](#)
- [Wireless Phones](#)
- [All Categories](#)
- [Gift Cards](#)

For Departments & Services, click here!

E-Mail Offers

Find out about our hottest offers first!
Join Today!
[Click Here!](#)



[Home](#) » [Printers](#) » [Photo Printers](#)

Stylus Photo 785EPX Color Inkjet Printer

CompUSA Price: **\$129.99**

Manufacturer: Epson

Mfg Part #: C408011

Product Number: 282905

Usually Ships In: 3 - 6 Days

Buy Online: [ADD TO CART](#)

(Not Available In-Store)

Please Note: This is a clearance item. This product is sold as is and cannot be returned. See product warranty for details. For more details, [click here](#). This item is only available for purchase online.

INFORMATION

(Based on manufacturer's information)

With Epson's incredible Image Matching Technology, it recognizes the digital camera you've used to take your photos and then selects the print settings that will optimize the quality of your print.

Plus, its PC Card adapter makes it compatible with digital camera memory cards such as CompactFlash, SmartMedia and Sony Memory Stick media.

- Compatible with digital camera memory cards
- Superior, 6-color photo inks and 2880 x 720 dpi
- Windows and Macintosh USB compatibility
- Print Image Matching

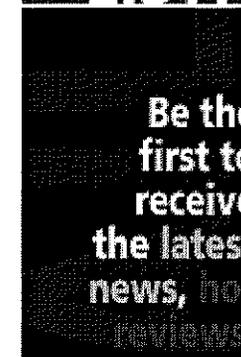
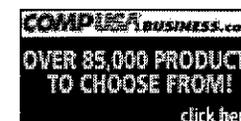


[View Larger Image](#)

- [Printable version](#)
- [Email a friend](#)
- [Compare Me](#)

-Service Plans-
TECHNOLOGY
Assurance Program
Check the boxes of the items you wish to add to your purchase and then click 'Add To Cart'.

[2Yr Printer Replacement Service Plan](#)
\$29.99



59



● Fast print speeds

- Printing Method: Piezo Electric
- Max Sheet Capacity: 100
- Standard Input Sheet Capacity: 100
- Connectors: USB
- Port Connectors: ● USB
- Included Software: EPSON Software™ Film Factory™, Arcsoft Photolmpression™
- In the Box:
 - Printer
 - CompactFlash™ Type I PCMCIA Adapter
 - Roll Paper Holder Accessory
 - Color and Black Ink Cartridges
 - Printer Driver and EPSON Software™ Film Factory™, Arcsoft Photolmpression™
 - USB Cable NOT included
- Height: 8.4 in
- Width: 10.1 in
- Depth: 18.4 in
- Weight: 11.6 lbs
- Limited Warranty: 1 Year (12 Months)



Pricing and availability information is up-to-date as of 1/29/2003 8:39:17 AM. Listed prices are national prices, and actual retail prices may vary by market. Products are sold on a first come, first serve basis.



Home | Ad Specials | Locations | Customer Service | Gift Cards | All Categories | Careers | Site Map
Have questions about an online order? Call 1-800-853-3831

We accept the CompUSA Consumer Credit Card, as well as Visa, Mastercard, Discover, American Express, Carte Blanche and Diners Club. Copyright© 2003 CompUSA Management Company, All Rights Reserved. CompUSA is a



DATE: January 28, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: STIP-TAP Agreement 2002/2003

Background:

The Metropolitan Transportation Commission (MTC) provides State-only State Transportation Improvement Program (STIP) funds to Congestion Management Agencies to monitor delivery of Caltrans projects on State highways through the STIP Technical Assistance Program (STIP-TAP). The activities funded with STIP-TAP funds will assist the STA in monitoring the projects for any future cost increases and/or schedule delays in hopes of avoiding, or at least minimizing, potential delivery delays. The goal of the STIP-TAP program is to keep Caltrans projects moving ahead smoothly. An agreement with the Napa County Transportation Planning Agency (NCTPA) provides for STA to monitor the SR12/29 interchange as part of the Jameson Canyon project.

Discussion:

The current STIP-TAP agreement (FY 2001-2002; \$50,000 total funding) does not expire until December 31, 2003; however, only \$19,000 of the funds remain. The new agreement will add \$100,000 to the STIP-TAP agreement.

The monitoring efforts will focus on the following Caltrans projects currently at various stages of implementation:

- Routes 12/29 interchange improvements in Napa County
- Route 12 congestion relief improvements in Jameson Canyon between Route 29 and I-80
- Routes 37/29 interchange and freeway extension in Vallejo.
- Solano I-80 corridor improvements

The monitoring of Caltrans projects is through a consultant services contract with Collison Engineering.

Fiscal Impact:

There is no impact to the STA General Fund. The \$100,000 in funding for the FY 2002-03 STIP-TAP program is provided entirely by MTC.

Recommendation:

Authorize the Executive Director to enter into a Funding Agreement with MTC for FY 2002-2003 STIP-TAP funds for \$100,000.

Attachment

A. STIP-TAP FY 2002-2003 Funding Agreement

FUNDING AGREEMENT
Between METROPOLITAN TRANSPORTATION COMMISSION
And SOLANO TRANSPORTATION AUTHORITY
For SOLANO - NAPA ROUTES 12/29/37/80
FISCAL YEAR 2002-03 STIP DELIVERY TECHNICAL ASSISTANCE PROGRAM
(FY 2002-03 STIP-TAP)

THIS AGREEMENT is made and entered into as of the 1st day of July 2002, by and between the Metropolitan Transportation Commission (herein called "MTC"), a regional transportation planning agency, established pursuant to California Government Code § 66500 et seq., and the Solano Transportation Authority (herein called "RECIPIENT").

W I T N E S S E T H

WHEREAS, MTC has received an allocation of state-only funds in FY 2002-03 for purposes of planning, programming and monitoring, in accordance with Section 21 of the California Transportation Commission State Transportation Improvement Program (STIP) Guidelines, as amended July 12, 2001; and

WHEREAS, MTC has determined that the Caltrans STIP Delivery Technical Assistance Program (STIP-TAP), is a means for the Congestion Management Agencies (CMAs) to obtain assistance in monitoring the delivery of Caltrans STIP projects, and thereby ensure the timely delivery of Caltrans state highway projects; and

WHEREAS, RECIPIENT has submitted an application for monitoring assistance to be funded from STIP-TAP; and

WHEREAS, MTC has determined that funding from STIP-TAP would provide much needed assistance for RECIPIENT and the Napa County Transportation Planning Agency (NCTPA) to monitor Caltrans projects which impact traffic congestion in Napa and Solano Counties, ensuring timely delivery of such projects.

NOW, THEREFORE, the parties hereto agree as follows:

1. SCOPE OF SERVICES

RECIPIENT agrees to perform, or engage a consultant to perform, the project activities described in Attachment A, Scope of Work, attached hereto and incorporated herein by this reference as though set forth in full. RECIPIENT agrees, in addition, to provide all necessary staff support to deliver the services in Attachment A.

1.1 PROGRESS REPORTS

RECIPIENT shall provide MTC with semi-annual and final progress reports as described in Attachment A, Task 5.

2. TIME OF PERFORMANCE

The services funded by this agreement shall commence on or after July 1, 2002 and RECIPIENT shall complete them by December 31, 2003, unless earlier terminated as hereinafter provided.

3. FUNDING AND METHOD OF PAYMENT

A. MTC agrees to provide RECIPIENT up to \$100,000 in state-only funds allocated to MTC in FY 2002-03 for STIP project planning, programming and monitoring for the purpose of funding the project activities described in Attachment A. Provision of funds shall be on a cost reimbursement basis based on actual costs incurred by RECIPIENT for authorized and satisfactorily completed work and services rendered under this Agreement, subject to the maximum payment set out below.

B. Payment. Commencing on December 31, 2002 and every six months thereafter until RECIPIENT has incurred expenditures of \$80,000 relative to the work required under Attachment A, RECIPIENT shall submit an invoice to MTC identifying the work for which payment is requested, the amount requested, and the cumulative amount billed and paid under this Agreement. Each invoice shall be accompanied by a progress report as described in detail in Attachment A, Task 5. RECIPIENT shall be reimbursed no more than \$80,000 cumulatively for the expenditures detailed in the progress reports. Upon acceptance of the progress report, payment in the amount of the expenditures detailed therein shall be paid, subject to the maximum payment set out below.

C. Payment shall be made by MTC within thirty (30) days of receipt of an acceptable invoice, which shall be subject to the review and approval of MTC's Project Manager or a designated representative. Approval of an invoice shall not be unreasonably withheld.

RECIPIENT shall deliver or mail invoices to MTC, as follows:

Accounting Department
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 -- 8th Street
Oakland, California 94607-4700

D. Maximum Payment. Subject only to duly executed amendments, it is expressly understood and agreed that in no event will the total compensation to be paid under this agreement exceed the sum of \$100,000.

4. AMENDMENTS

Any changes in the scope of activities to be performed under this Agreement shall be incorporated in written amendments, which shall specify the changes in work performed and any adjustments in compensation and schedule. All amendments shall be executed by the MTC Executive Director or a designated representative and RECIPIENT. No claim for additional

**Solano Transportation Authority
Solano-Napa Routes 12/29/37/80 Improvements
FY 2002-03 STIP Delivery Technical Assistance**

The purpose of this project is for RECIPIENT, to monitor delivery of Caltrans projects on State Routes 12, 29, 37 and 80 in Napa and Solano counties. The activities funded will assist the Congestion Management Agency in monitoring the projects for any future cost increases, or schedule delays in hopes of avoiding, or at least minimizing, potential delivery delays.

The monitoring efforts will focus on the following Caltrans projects currently at various stages of implementation:

- Routes 12/29 interchange improvements in Napa County
- Route 12 congestion relief improvements in Jameson Canyon between Route 29 and I-80
- Routes 37/29 interchange and freeway extension in Vallejo.
- Solano I-80 corridor improvements

Task 1: Routes 12/29 Interchange in Napa County

The Routes 12/29 intersection is a major gateway to the Napa Valley providing the only access to the Valley from east/southeast and I-80 corridor. Growth in both employment and tourism continues to place a strain on the capacity of the intersection. The NCTPA has programmed a project in the 2002 STIP for environmental studies and design of a grade-separated interchange. This improvement is part of the overall project to improve traffic congestion on Route 12 from Route 29 through Jameson Canyon to Route 80.

RECIPIENT shall provide monitoring and oversight of environmental studies and preliminary design for this project. Specific activities include: attendance at Project Development Team (PDT) meetings; oversight on engineering cost estimates; review and comment on environmental documents; and monitoring of milestone deadlines and phasing of project segments.

Task 2: Napa/Solano Route 12 Jameson Canyon congestion relief improvements

Traffic conditions on Route 12 between Route 29 and I-80 have reached capacity during weekday commute hours and are impacting traffic flow on I-80 in Fairfield. The two-lane stretch of Highway 12 in Solano County has also earned a poor safety record with a high serious accident rate. Caltrans has completed a preliminary Project Study Report (PSR) for these improvements, and anticipates the environmental process to take between two to four years. The funded activities will assist RECIPIENT in monitoring the progress of the project during the early stages of the environmental studies.

RECIPIENT shall provide monitoring and oversight of environmental studies and preliminary design for this project. Specific activities include: attendance at Project Development Team (PDT) meetings; oversight on engineering cost estimates; review and comment on environmental documents; and monitoring of milestone deadlines and phasing of project segments.

Task 3: *Solano Routes 29/37 Interchange and Freeway Extension*

Route 37 is a major east-west state highway connecting I-80 with Route 101. The route starts as a freeway at I-80, becomes a city street near Route 29 (Sonoma Blvd) in Vallejo, and becomes a freeway again near Mare Island. There are currently two projects in the 2002 STIP to provide a freeway gap closure by upgrading Route 37 in Vallejo from a highway to a freeway and constructing an interchange at Route 29. The project has already experienced a schedule delay and cost increase, in part due to the environmentally sensitive area the freeway will traverse. The funded activities will assist RECIPIENT in monitoring the progress of the project as it moves into the construction phase. Due to the environmental sensitivity of the area, enhanced project management will be necessary to avoid potential delays.

RECIPIENT shall provide monitoring and oversight of this project as it moves from final design to construction. Specific activities include: attendance at Project Development Team (PDT) meetings; oversight on engineering cost estimates; and monitoring of milestone deadlines.

Task 4: *Solano I-80 Corridor improvements*

Interstate 80 is a major east-west interstate freeway connecting the San Francisco Bay Area with the Sacramento Valley and points east. The route is experiencing increased traffic congestion during the commute periods as a result of more commuters traveling between housing in the Sacramento Valley and jobs in the Bay Area. Potential traffic congestion relief projects on I-80 that may need to be monitored include the I-80/680 interchange, new HOV lanes on I-80 between Fairfield and Vacaville, widening of I-80 from Vacaville to Dixon and improvements to the I-80/505 Interchange. The funded activities will assist RECIPIENT in monitoring the progress of the I-80 corridor projects as they move into various stages of delivery. Delivery of these projects may need to be expedited to meet the opening of the new Benicia-Martinez Bridge, which will further impact traffic congestion on I-80 in Solano County during peak periods.

RECIPIENT shall provide monitoring and oversight of this project as it moves from final design to construction. Specific activities include: attendance at Project Development Team (PDT) meetings; oversight on engineering cost estimates; and monitoring of milestone deadlines.

Task 5: *Progress Reports*

Commencing December 31, 2002, RECIPIENT shall provide semi-annual progress reports on the progress of the projects contained in the previous four tasks to MTC and NCPTA. Each progress report shall contain details of accomplishments and tasks performed and a breakdown of expenditures during the period covered by the report. After RECIPIENT has incurred expenditures of \$80,000 relative to the work required under this Scope of Work, RECIPIENT shall provide MTC and NCPTA a final progress report containing details of accomplishments and tasks performed, a breakdown of expenditures incurred since the previous progress report, and a summary of all project monitoring activities performed, evaluation of the success of the assistance, and benefits achieved by providing the monitoring.

CONTRACT APPROVAL SHEET

AGENCY (MTC/MTC SAFE/BATA): METROPOLITAN TRANSPORTATION COMMISSION
 NAME OF CONTRACTOR/CONSULTANT: Solano Transportation Authority (STA)
 PROJECT TITLE: Solano-Napa Routes 12/29/37/80 Improvements FY 2002-03 STIP-TAP
 FISCAL YEAR(S): 2002-03 WORK ITEM #: 1515
 CONTRACT AMOUNT: \$100,000 FUNDING SOURCE: STIP – PPM (State-only)
 AMENDMENT NO.: N/A
 AMEND. AMOUNT: N/A FUNDING SOURCE: _____
 REVIEW COMMITTEE: MTC - Administration APPROVAL DATE: July 10, 2002
(MTC Admin/SAFE Operations/BATA Oversight)
 SOLE SOURCE: Yes No X

(yes/no; if yes, attach sole source justification reviewed by OGC & signed by mgr.)

Project Manager is responsible for providing all the above information and securing all signatures indicated below. This sheet must accompany all contracts circulated in-house for review and approval

REVIEW LIST

Project Manager: _____ Date: _____
 Ross McKeown
 Section Manager: _____ Date: _____
 Dianne Steinhauser
 Work Program Coordinator: _____ Date: _____
 Sara MacKusick
 Manager of Finance: _____ Date: _____
 Brian Mayhew
 DBE Liaison: _____ Date: _____
 (Federal funding only) Teri Green
 Office of the General Counsel: _____ Date: _____
 Melanie J. Morgan/Cynthia Segal
 Deputy Director: _____ Date: _____
 Therese McMillan¹

¹ Reviews contracts from Planning, Finance, Programming & Allocations and Legislation & Public Affairs.

Deputy Director: Ann Flemer² Date: _____

² Reviews all contracts from all sections.



DATE: January 28, 2003
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Route 30 Revised Shared Funding Agreement

Background:

Transit Route 30 is an intercity bus service funded by the Solano Transportation Authority and several of its member agencies. Fairfield-Suisun transit is contracted to operate Route 30 which links the communities of Fairfield, Vacaville, Dixon and Davis.

At the January 8, 2003 STA Board meeting, a service and fare change for Route 30 was approved contingent upon approval of a revised shared funding agreement. The service change increases the number of service hours and thus increases the costs and subsidy requirements, which are shared by Fairfield, Vacaville, Dixon, and the County of Solano.

Route 30 was initially funded from fares and grants from the two Air Quality Management Districts. The cities and County of Solano served by Route 30 agreed to provide a subsidy to the service when the Air Quality Management Districts required the service to become independent of air quality grant funds they provide. A funding agreement showed that the cities and County would begin contributing funds to the service in FY 2001-02 and that the Air Quality Management Districts would reduce their grant funds beginning in that year. By FY 2004-05 no air quality grants would be provided to the service and the funding partners would subsidize the service.

Discussion:

FUNDING OF ROUTE 30

The STA's Technical Advisory Committee (TAC) and the Intercity Transit Consortium have concurred with a revised funding agreement, based on the following assumptions:

- The net operational cost of the service would increase from the current annual cost of \$137,280 to \$145,000 - \$165,000 annually.
- Fares would cover 15% -25% of the operating cost of the service.
- Grants from the Yolo Solano Air Quality Management District and the Bay Area Air Quality Management District would be in place to cover a portion of the operating costs.
- The service change would take effect on Monday, March 3, 2003.

The proposed revised funding agreement follows the principles set forth in the initial agreement and accounts for the increase in net operational costs. The revised subsidy requirements are shown in Attachment A.

As indicated in the Attachment, the increase in net operational costs for FY 2002-03 to be born by the funding partners is mitigated by the fact that planned subsidies for FY 2001-02 were not

required. The prior year "savings" are available to the cities and the County for use on current and future year subsidy requirements.

MARKETING OF NEW ROUTE 30 SERVICE

Staff plans to market the new service prior to its implementation. Funding is available in the existing MIG marketing contract in the amount of up to \$10,000.

Initial contact has already been made with transportation organizations and employers in Sacramento. Several very interested responses have been received. Many of the employers in downtown Sacramento are State or Federal agencies which offer a transit incentive which supports this outreach. Continued follow up with interested employers and agencies will be supplemented with press relations, print media, and electronic media. For more detail, see Draft Marketing Plan on Attachment B. Further input is welcomed.

Recommendation:

Approve the funding shares for Route 30 for FY 2002-03 and FY 2003-04 as shown in Attachment A.

Attachments:

A: Proposed Funding Shares for Route 30

B: Route 30 Marketing Plan

PROPOSED ROUTE 30 FUNDING SHARES

| | FY 01-02 Planned | FY 01-02 Actual | FY 02-03 Planned 12 mos | FY 02-03 Proposed 8 mos ¹ | FY 02-03 Proposed 4 mos ² | FY 02-03 Proposed Total | FY 03-04 Proposed |
|--|---------------------|--------------------|-------------------------------|--|--|-------------------------------|----------------------|
| Total Cost | 131,966 | 131,966 | 156,000 | 104,520 | 64,350 | 168,870 | 195,000 |
| Revenues | | | | | | | |
| Prior Year Carry Forward | 0 | 40,628 | 35,000 | 35,000 | 0 | 35,000 | 13,261 |
| Fares | 16,778 | 16,778 | 23,400 | 15,678 | 9,653 | 25,331 | 29,250 |
| YSAQMD | 60,000 | 60,000 | 40,000 | 26,800 | 13,200 | 40,000 | 20,000 |
| BAAQMD | 14,560 | 14,560 | 26,800 | 17,956 | 8,844 | 26,800 | 25,000 |
| Total Revenues | 91,338 | 131,966 | 125,200 | 95,434 | 31,697 | 127,131 | 87,511 |
| Net Subsidy Required (cost minus revenues) | 40,628 | 0 | 30,800 | 9,086 | 32,654 | 41,740 | 107,490 |
| Subsidy Shares | | | | | | | |
| Dixon (28%) | 10,000 | 10,000 | 15,000 | 10,050 | 4,950 | 15,000 | 30,097 |
| Vacaville (28%) | 10,000 | 10,000 | 15,000 | 10,050 | 4,950 | 15,000 | 30,097 |
| Fairfield (28%) | 10,000 | 10,000 | 15,000 | 10,050 | 4,950 | 15,000 | 30,097 |
| Solano (16%) | 5,000 | 5,000 | 10,000 | 6,700 | 3,300 | 10,000 | 17,198 |
| Total Subsidy | 35,000 | 35,000 | 55,000 | 36,850 | 18,150 | 55,000 | 107,490 |
| Surplus/Shortfall | -5,628 | 35,000 | 24,200 | na | na | 13,261 | 0 |

Notes:

1 Based on existing service structure.

2 Based on revised service structure.

Rt. 30 Extension Draft Marketing Plan

Pre-Approval

Preliminary Marketing:

- December/January: An estimated 70 downtown Sacramento employers were contacted to gauge their interest and request basic information. Further information was given to those interested.
- On-going: Keep Downtown Sacramento Transportation Management Association (TMA) and UC Davis Transportation and Parking Services (TAPS) informed and solicit input.
- Interested Sacramento commuters have been identified.

Post-Approval:

January/February

- Modify public hearing notice signs at current bus stops to notify of Board approval of revised route and March 3 start target.
- Issue press release for service change the week before service starts.
- Develop utility bill insert announcement for City of Dixon distribution.
- Highlight on STA website and offer to others as a link.
- Finalize and print schedules: final version and flyer version for pre-marketing.
- Develop inserts or replace artwork to update SolanoLinks brochure.
- Distribute brochures to display outlets throughout Fairfield, Suisun, Vacaville, Dixon.
- Email (or mail) new service schedule and stops to:
 - * Interested downtown Sacramento employers
 - * All Downtown Sacramento TMA members
 - * Downtown Sacramento TMA
 - * UC Davis TAPS
 - * Database of interested riders
 - * SNCI display racks
 - * Social service agencies
 - * Existing Rt. 30 bus shelters
 - * Events

Operation Begins: Monday, March 3, 2003:

- Ride the 2-4 peak trips the first week and thank passengers for trying new service; distribute giveaway items and/or coupons, newspaper, etc. Solicit feedback and troubleshoot any early snags.
- Ride 1-2 trips the second week and thank passengers for using Rt. 30.
- Ride a trip the third and fourth weeks of operation.
- City of Dixon utility insert distribution
- Ads in Fairfield/Suisun Breeze, Vacaville Grapevine, and Dixon Round-up community newsletters.

April 2003/Month 2:

- * Press release after first month of service.
- Monitor ridership and operation.
- Continue with promotion and adjust depending upon ridership levels.

May 2003/Month 3:

- Monitor ridership and operation.
- Continue with general promotion and adjust depending upon ridership levels.

September/March 3, 2004:

- Assess ridership and performance and provide update to STA Board.



DATE: January 28, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA's FY 2001/02 Annual Audit and Financial Reports

Background:

Each year, the Solano Transportation Authority (STA) is required to have an independent audit of its financial statements, various funding sources and accounting. In previous years, the STA's annual audit was completed in October and carryover funds from the previous fiscal year are then programmed into the current budget. These funds are traditionally used to augment the STA's operations, services and supplies, and project development segments of the budget. The accounting firm of Caporicci, Cropper & Larson was retained to perform the audit of the FY 2001/02 budget. Working in conjunction with STA staff and Heather Solaro (City of Vacaville Accounting), the fiscal year 2001/02 audit has been successfully completed. This is the third year Caporicci, Cropper & Larson has performed STA's Annual Audit.

Discussion:

Based on staff review of a draft of the Annual Audit Report, an estimated \$108,000 in FY 2001-02 carryover funds (discretionary) was available for programming in the STA's 2002-03 & 2003-04 budget. A total of over \$2 million in Special Funds were carried over. On December 11, 2002, the STA Board approved budget revisions to the FY 2002/03 budget (the first year of the STA's two year budget) that reflected the anticipated carryover and outstanding expenditures from FY 2001/02.

In addition to the Annual Audit and Financial Statements, the Auditor provides a management letter of audit findings and corresponding recommendations. A copy has been provided for each Board Member and management staff. The primary recommendations identified in this year's audit are as follows:

1. Budget updates were not reflected into the General Accounting Ledger on a timely basis
2. The need for the STA to retain a full-time/dedicated budget analyst/accountant position

During the course of FY 2001/02, the STA Board approved several budget adjustments and these were not reflected in the General Ledger until later in the year. In addition, the miscoding of reimbursements occurred due to the revised accounting system deployed by the City of Vacaville during FY 2001/02 and STA staff's initial unfamiliarity with the new accounting system and account codes. STA and Vacaville accounting staff have rectified the miscoded reimbursements, updated the revised budget into the General Ledger, and performed the necessary reclassifications. Management staff has implemented quarterly budget/accounting meetings between STA management and Vacaville accounting staff to review quarterly budgetary and accounting reports.

Within the current limits of the STA's operating budget, there are insufficient funds to hire a new, full-time budget analyst/accountant. Staff has retained a consultant to develop a cost allocation rate for the STA and will be recruiting for a consultant to assess the agencies' current accounting and budget system and identify future needs. Management staff is currently reviewing the STA's current staff and plans to reassign existing staff and/or consultant to address the dedicated budget/accountant position recommendation proposed by the audit report. This recommendation will be brought back to the Board at a future meeting.

This staff report was tabled at the Board meeting of January 8, 2003 and rescheduled for this meeting to provide Board Members with adequate time to review the results of the audit. A representative from Caporicci, Cropper & Larson is scheduled to attend the Board meeting to provide a brief summary of the audit and to answer any questions regarding the completed STA Audit for 2001/02.

Recommendation:

Accept the Annual Audit of STA's FY 2001/02 Budget

Attachment: A. General Purpose Financial Statements
and Independent Auditors Report

A COPY OF THE STA ANNUAL AUDIT

IS AVAILABLE UPON REQUEST



DATE: January 26, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Jepson Parkway Funding Reallocations

Background:

The Jepson Parkway project provides a local, four-lane roadway connecting Vacaville, Solano County, Fairfield, Travis AFB and Suisun City between I-80 at Leisure Town Road in Vacaville and SR 12 at Walters Road in Suisun City. The roadway will provide local traffic an alternative to I-80 for traffic movements in central Solano County.

The environmental phase of the entire project is currently underway and will review, in detail, five potential alternatives for the alignment of the roadway. The original concept plan identified the potential alignment for the project; however, the U.S. Environmental Protection Agency (EPA) required additional possible alignments for detailed studies as part of the environmental process to ensure the impacts of building the roadway are fully investigated and evaluated.

Although the environmental phase will look at the entire project, three sections of the project were allowed to proceed with environmental studies independent of the overall study. These sections are the Vanden Road Realignment at Peabody (construction completed), the Walters Road Widening between Bella Vista and East Tabor (construction to start in Summer 2003), and the I-80/Leisure Town Road Interchange (construction to start in 2004). Additional sections will not be allowed to proceed until the environmental phase for the entire project is completed.

The Jepson Parkway project has received two Federal earmarks from previous Federal appropriations - \$2.35M for the Walters Road Widening and \$12.1M for the project in general. The Vanden Road Realignment at Peabody also received \$1.986M in Federal Surface Transportation Program (STP) funds. Additionally, \$25.807M in Solano County STIP funds have also been programmed for various segments of the project. In February 2002, the STA Board approved the current distribution of Federal, State and local funds for the various segments of the Jepson Parkway project (see Attachment A).

Discussion:

Because of the unknown impact the State budget deficit may have on the State Highway Account (SHA), the California Transportation Commission (CTC) placed a moratorium on allocations of new funds to any project until April 2003. The CTC is gathering information from all regions of the State in an effort to develop a strategy for allocating funds to projects. At this time, the status is unknown for future allocations of STIP funds for projects.

Due to this delay in new allocations for STIP funds, the December 2002 request for a \$200,000 STIP allocation for continuing the environmental studies has been postponed indefinitely. The Jepson Parkway environmental studies will soon be out of funds unless an alternative fund source is identified. Additionally, the addition of alternatives by the U.S. EPA has increased the cost of the completing the Federal Environmental Impact Study/Report (FEIS/R) by approximately \$185,000 beyond the funds currently programmed through the STIP.

The STIP funding for the segments of the project nearing construction (the Walters Road Widening in 2003 and the I-80/Leisure Town Road Interchange in 2004) may also be delayed, potentially impacting moving these projects into the construction stage.

The Federal funds from the \$12.1M earmark may be used on all segments of the Jepson Parkway project, including the environmental studies and the projects nearing construction. Currently, the \$12.1M earmark has been programmed against the following segments:

| | | |
|-------------------------------|--------|----------------------|
| Vanden Road Realignment | \$0.4M | Project Complete |
| I-80/Leisure Town Interchange | \$9.5M | Construction in 2004 |
| Walters Extension | \$2.2M | |

The Walters Extension project will not be ready for construction for several years until the environmental studies are completed and approved by the Federal resource agencies, design is completed, and full funding is identified. The Federal funds identified for this segment of the Jepson Parkway project are potentially immediately available for completing the environmental studies and for replacing STIP funds that may be delayed. Any Federal funds moved to other segments of the Jepson Parkway project would need to be "backfilled" from the current 2002 STIP, as funds become available, from the 2004 STIP, or future Federal entitlements in order to ensure the current level of programmed funding for each segment of the project.

Fiscal Impact:

There is no impact to the STA General Fund. The additional \$185,000 needed to complete the Federal Environmental Impact Study/Report (FEIS/R) will come from the \$12.1M earmark previously identified for project segments. The Federal funds moved from other segments to complete the FEIS/R will need to be replaced with future STIP funds.

Federal funds moved to segments nearing construction (Walters Road Widening and the I-80/Leisure Town Road Interchange) to compensate for potential delays in STIP allocations will be replaced with 2002 STIP funds as allocations become available.

Recommendation:

1. Authorize the Executive Director to use Federal funds from the \$12.1M Federal earmark for the Jepson Parkway to complete the Federal Environmental Impact Study/Report for the Jepson Parkway, including \$185,000 in additional funding and up to \$200,000 to replace programmed 2002 STIP funds.

2. Authorize the Executive Director to use Federal funds from the \$12.1M Federal earmark for the Jepson Parkway to substitute for STIP funds that are programmed for project segments moving to the construction phase, if STIP allocations are delayed due to CTC actions.

3. Direct the Executive Director to ensure the funding levels for all segments approved in February 2002 by the STA Board are maintained by programming STIP funds or future Federal entitlements to replace Federal funds that are redistributed to the FEIS/R and/or other segments.

Attachments

- A. Jepson Parkway Project Funding
- B. Reallocation of Federal Funds

JEPSON PARKWAY PROJECT FUNDING

2002 STIP FUNDING LEVELS

(Approved February 5, 2002)

| PRIORITY | SEGMENT | AGENCY SPONSOR | SEGMENT COST | PROGRAMMED FUNDING | | | 2001 SEGMENT SHORTFALL | 2002 STIP Proposed Funding Levels | | | 2002 SEGMENT SHORTFALL |
|----------|--|------------------|------------------|--------------------|-----------------|----------------------|------------------------|-----------------------------------|---------------|---------------------------|----------------------------|
| | | | | LOCAL | STATE | FEDERAL | | New STIP | New Local | Reprogrammed 2000/01 STIP | |
| 1 | Vanden Road Realignment | Fairfield/County | \$4.272 | \$0.5 | \$1.386 | \$2.386 ¹ | - | - | - | - | - |
| 2 | Walters Extension | Fairfield | 20.4 | 1.9 | 3.3 | 2.2 ² | \$13.0 | \$4.0 | \$1.3 | - | \$7.7 |
| 3 | I-80/Leisure Town Interchange | Vacaville | 24.0 | 12.0 | - | 9.5 ³ | 2.5 | 2.5 ⁴ | - | - | - |
| 4 | Vanden Road 4-lane Vanden Road (2-lane ⁵) | County | 18.8 (15.9) | - - | 7.9 (7.9) | - - | 10.9 (8.0) | 2.9 (2.9) | 0.2 (0.2) | \$0.25 (0.25) | 7.55 (4.65) |
| 5 | Walters Rd: E. Tabor to Bella Vista | Suisun City | 6.55 | 0.55 | - | 2.27 ⁶ | 3.73 | 0.4 ⁷ | 1.48 | 1.85 | - |
| 6 | Walters Rd: Air Base to E. Tabor | Fairfield | 3.0 | 0.5 (est.) | - | - | 2.5 | - | - | - | 2.5 |
| 7 | Leisure Town Rd: Orange to Alamo | Vacaville | 26.7 | 1.75 | - | 1.45 ⁸ | 23.5 | - | - | - | 23.5 |
| 8 | Leisure Town Ext: Alamo to Vanden | Vacaville | 13.3 | - | - | - | 13.3 | - | - | - | 13.3 |
| 9 | Cement Hill: Walters Ext to Peabody | Fairfield | 5.9 | 4.0 | - | - | 1.9 | - | - | - | 1.9 |
| 10 | 10. Walters Rd: Bella Vista to SR 12 | Suisun City | 0.6 | - | - | - | 0.6 | - | - | - | 0.6 |
| | Project Support (Complete EIS/R) | STA | 1.321 | - | 1.121 | - | 0.2 | 0.2 | - | - | - |
| | TOTAL | | \$124.843 | \$21.2 | \$13.707 | \$17.806 | \$72.13 | \$10.0 | \$2.98 | \$2.1 | \$57.05⁹ |

¹ Includes \$1.986 million in STP and \$0.4 million in 1998 TEA-21 earmark funds.

² 1998 TEA-21 earmark funds.

³ 1998 TEA-21 earmark funds.

⁴ The \$2.5 million in 2002 STIP funds includes repayment of \$50,000 in project support costs provided by Vacaville to STA in 1999.

⁵ The 2-lane Vanden Road cost estimate includes the cost of purchasing right-of-way for the full four-lane facility.

⁶ 1998 TEA-21 earmark funds.

⁷ The \$0.4 million for the Walters Road segment includes \$75,000 for design activities for the Walters Road TLC project.

⁸ STP funds.

⁹ This total includes a 4-lane Vanden Road segment. There are \$33.1 million in remaining Track 1 funds for Jepson Parkway.

JEPSON PARKWAY PROJECT FUNDING

Reallocation of Federal Funds

| PRIORITY | SEGMENT | AGENCY SPONSOR | SEGMENT COST | PROGRAMMED FUNDING | | | 2001 SEGMENT SHORTFALL | 2002 STIP Proposed Funding Levels | | | 2002 SEGMENT SHORTFALL |
|----------|--|-------------------|------------------|--------------------|-----------------|-----------------|------------------------|-----------------------------------|---------------|---------------------------|------------------------|
| | | | | LOCAL | STATE | FEDERAL | | New STIP | New Local | Reprogrammed 2000/01 STIP | |
| 1 | Vanden Road Realignment | Fairfield/ County | \$4.272 | \$0.5 | \$1.386 | \$2.386 | - | - | - | - | - |
| 2 | Walters Extension | Fairfield | 20.4 | 1.9 | 3.3 | 2.015 | \$13.0 | \$4.0 | \$1.3 | - | \$7.7 |
| 3 | I-80/Leisure Town Interchange | Vacaville | 24.0 | 12.0 | - | 9.5 | 2.5 | 2.5 ¹ | - | - | - |
| 4 | Vanden Road 4-lane Vanden Road (2-lane ²) | County | 18.8 (15.9) | - - | 7.9 (7.9) | - - | 10.9 (8.0) | 2.9 (2.9) | 0.2 (0.2) | \$0.25 (0.25) | 7.55 (4.65) |
| 5 | Walters Rd: E. Tabor to Bella Vista | Suisun City | 6.55 | 0.55 | - | 2.27 | 3.73 | 0.4 | 1.48 | 1.85 ¹ | - |
| 6 | Walters Rd: Air Base to E. Tabor | Fairfield | 3.0 | 0.5 (est.) | - | - | 2.5 | - | - | - | 2.5 |
| 7 | Leisure Town Rd: Orange to Alamo | Vacaville | 26.7 | 1.75 | - | 1.45 | 23.5 | - | - | - | 23.5 |
| 8 | Leisure Town Ext: Alamo to Vanden | Vacaville | 13.3 | - | - | - | 13.3 | - | - | - | 13.3 |
| 9 | Cement Hill: Walters Ext to Peabody | Fairfield | 5.9 | 4.0 | - | - | 1.9 | - | - | - | 1.9 |
| 10 | 10. Walters Rd: Bella Vista to SR 12 | Suisun City | 0.6 | - | - | - | 0.6 | - | - | - | 0.6 |
| | Project Support (Complete EIS/R) | STA | 1.321 | - | 1.121 | 0.185 | 0.2 | 0.2 | - | - | - |
| | TOTAL | | \$124.843 | \$21.2 | \$13.707 | \$17.806 | \$72.13 | \$10.0 | \$2.98 | \$2.1 | \$57.05 |

¹ \$185,000 in Federal Funds from Segment 2 will be reallocated to complete the Environmental Impact Study/Report (EIS/R). An additional \$200,000 may be reallocated to the EIS/R if STIP funds are postponed beyond the need date. The remaining Federal Funds allocated for Segment 2 may be reallocated to Segments 3 and 5 if STIP funds are not available at the time of construction. All reallocated funds will be replaced by STIP funds or future Federal entitlements.



DATE: January 28, 2003, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Federal Earmarks for TEA 3

Background:

In 1991 the federal Intermodal Surface Transportation Efficiency Act (ISTEA) was enacted with significant federal funding flexibility and a greater emphasis placed on regional decision-making and local prioritization. In 1998 the successor to ISTEA, titled the Transportation Equity Act for the 21st Century (TEA-21), continued and expanded the flexibility created under ISTEA. The programming under TEA-21 has been completed and the program expires in September 2003. Projects funded under these programs have included the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) funds, and earmarks for specified demonstration projects, particularly regional and multi-modal projects.

On October 11, 2000, the STA Board adopted a short list of three federal priority projects:

1. I-80/680 Interchange
2. Jepson Parkway
3. Baylink Ferry and Support Facilities

On February 13, 2002, the STA Board added the Fairfield/Vacaville Rail Station as a fourth priority project for federal reauthorization and appropriation funds. The mark-up process provides an opportunity for funding various federal demonstration projects. As part of the funding authorized under TEA-21, Solano County received over \$14 million in demonstration funds for the Jepson Parkway project. In 2001, Congress approved \$2 million for the Baylink Ferry Intermodal Center as part of the annual appropriations process. The same project received an appropriations earmark of \$890,000 in 2000.

On February 19, 2002, Congressional Members George Miller and Ellen Tauscher hosted a transportation summit to discuss Solano County's transportation priorities. The meeting was attended by members of the STA Board, Caltrans Director Jeff Morales, MTC Executive Director Steve Heminger, and elected officials from throughout Solano County. At the meeting, Congressman Miller and Congresswoman Tauscher conveyed their support for the STA's four priority projects.

The 2002 appropriations process was postponed last year and will likely be completed in February 2003. Currently, the Vallejo Baylink Intermodal Station is slated to receive a \$500,000 earmark in the House of Representatives appropriations bill and \$1.5 million in the Senate. The Fairfield/Vacaville Intermodal Station has a \$1 million appropriation earmark in the House, but none in the Senate version of the bill.

Discussion:

The next federal transportation reauthorization legislation has been slow in starting due in part to the delay in the appropriations process. Several STA Board members will be going to Washington DC later this year to advocate for new federal earmarks for the STA's priority projects. It is critical that the STA continue to maintain a short list of key priority projects to submit to Solano's federal legislators for consideration of federal demonstration funds.

Staff is working with transportation staff from the offices of Congressman Miller and Congresswoman Tauscher to complete and submit the appropriation requests this month. We are also contacting Congressman Doug Ose to request support for the STA's four priority projects. The deadline for the House of Representative's Committee on Transportation and Infrastructure is February 7, 2003. Individual members have requested the submittal of projects earlier to facilitate review and prioritization of project requests.

STA's federal advocate, Mike Miller (Ferguson Group), has begun meeting with transportation staff from Miller and Tauscher's office in preparation for the STA's earmark submittals. During the past month, staff has reviewed each of the individual priority projects to assess their project status, and current and projected funding needs. Based on these meetings and STA staff assessments, several adjustments to the project earmark requests are recommended. Consistent with the Board's adopted priority projects and based on discussions with project sponsors, staff recommends earmark requests for the four projects in the following amounts:

| | <u>Project</u> | <u>Funding Request</u> |
|----|--|------------------------|
| 1. | I-80/680/SR 12 Interchange | \$50 million |
| 2. | Jepson Parkway | \$23 million |
| 3. | Vallejo Baylink Intermodal Station | \$10 million |
| 4. | Fairfield/Vacaville Intermodal Station | <u>\$16 million</u> |
| | Cumulative Total | \$99 million |

A copy of the individual project requests will be provided to the STA Board under separate cover.

I-80/I-680/SR 12 INTERCHANGE EARMARK

Staff recommends an earmark request of \$50 million to fund the design, right of way, and the next phase of construction for the project.

JEPSON PARKWAY (I-80 Reliever Route)

Staff recommends an earmark request of \$23 million. This funding would be slated to fund the following:

1. Walters Road Extension and Peabody Road/Union Pacific Railroad Grade Separation (based on alternative selected in EIS/R) (Fairfield – segment 2) - \$8 million
2. Completion of Vanden Road/Leisure Town Road Widening (County of Solano – segment 4) - \$5.0 million
3. Remaining Walters Road Widening (Fairfield - Air Base to E. Tabor – segment 5) - \$1.5 million
4. Completion of Leisure Town Interchange (Segment 3) and park and ride lot (Vacaville) - \$3.0 million.

5. Leisure Town Road, Orange to Alamo (Vacaville – Segment 7) - \$2 million
6. Travis Air Force Base North and South Gate Access Improvements (County of Solano) - \$3 million

The Leisure Town Interchange is segment 3 of the Jepson Parkway. The park and ride lot is included in the Jepson Parkway Concept Plan, but is not listed as one of the 10 segments of the corridor project. The project is listed as a candidate project for future funding, and the City of Vacaville's Public Works staff is supportive of the park and ride lot being included as part of this earmark request.

The Travis Air Force Base North and South Gate Access Improvements were identified by Travis Air Force Base personnel as a priority for future transportation funding. Funding for this project was included in the Expenditure Plan for Measure E that failed to achieve the necessary 2/3 voters approval for passage. In December, STA staff met with staff from the office of Congresswoman Ellen Tauscher and there was general concurrence that adding the access improvements to Travis Air Force Base was a logical extension to the Jepson Parkway earmark request and, given the heightened emphasis on national security, would increase the potential success of the project receiving an earmark and provide needed funding to support the mission at Travis. The draft project level EIS/EIR for Jepson Parkway is scheduled to be completed later this year with the final scheduled for summer of 2004.

VALLEJO BAYLINK INTERMODAL STATION

Preliminary design for this project is nearly complete and the environmental clearance is scheduled for 2003. Final construction is scheduled for 2007/08. The earmark request of \$10 million would fund the construction of the 1,200 space parking structure.

FAIRFIELD/VACAVILLE INTERMODAL STATION

The project is currently in preliminary design and construction is scheduled to begin by 2006/07. The requested earmark of \$16 million would fund the Intermodal Station (\$10 million) and main line track improvements for Union Pacific Railroad (\$6 million).

Recommendation:

1. Approve federal reauthorization earmark requests for the STA's four priority projects as specified in attachment A.
2. Approve inclusion of Travis Air Force Base access improvements as part of Jepson Parkway earmark request.
3. Approve inclusion of Leisure Town Park and Ride Lot as part of Jepson Parkway earmark request.

Attachment: A. List of Federal Priority Projects with Funding Requests

STA Priority Projects for Federal Funding

| Project | Scope of Work (Earmark) | Sponsor | Total Project Cost | Earmark Request |
|--|--|------------------------|--------------------|-----------------|
| I-80/680SR 12 Interchange | Design, right of way acquisition and next phase of construction | STA | \$769 million | \$50 million |
| Jepson Parkway | <ol style="list-style-type: none"> 1. Walters Road Extension and Peabody Road/Union Pacific Railroad Grade Separation (based on alternative selected EIS/R) (Fairfield – segment 2) - \$8 million 2. Completion of Vanden Road/Leisure Town Road Widening (County of Solano – segment 4) - \$7.5 million 3. Remaining Walters Road Widening (Fairfield – Air Base to E Tabor – segment 5) - \$1.5 million 4. Completion of Leisure Town Interchange and park and ride lot (Vacaville) - \$3 million 5. Leisure Town Road, Orange to Alamo (Vacaville – Segment 7) – \$2 million 6. Travis Air Force Base North and South Gate Access Improvements (County of Solano) - \$3 million | STA | \$128 million | \$23 million |
| Vallejo Baylink Ferry Intermodal Station | Construction of the 1200± space parking structure | Vallejo | \$52 million | \$10 million |
| Fairfield/Vacaville Intermodal Station | Fairfield/Vacaville Intermodal Train Station and Union Pacific Railroad/Capitol Corridor Track Improvements | Fairfield Vacaville | \$32 million | \$16 million |



DATE: January 28, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: State Budget Update

Background:

On January 10, 2003, Governor Gray Davis released his proposed state budget for 2003/04 that recommends a series of program cuts and revenue increases to address the \$34.8 billion shortfall projected over the next 18 months. For transportation, these proposed cuts mirror the mid-year budget revision released in December 2002. In summary, these include the following:

1. Suspend the \$1.05 billion transfer of the sales tax on gasoline from the General Fund to the Transportation Investment Fund (TIF) for the 2003/04 fiscal year. This will eliminate \$678 million for the Transportation Congestion Relief Fund (TCRF), \$147 million from the State Transportation Improvement Program (STIP), \$147 million for local streets and roads, and \$74 from the Public Transportation Account (PTA) (\$37 million for Local Transit Assistance and \$37 for the PTA).
2. Cancel the \$500 million General Fund loan repayment to the TCRF scheduled for the 2003/04 fiscal year.
3. Suspend transfer of \$90 million of SHA funds to Local Streets and Roads in 2002/03.

The Governor has proposed to transfer the administrative responsibility for the TCRF, and the projects it funds, from Caltrans to the California Transportation Commission (CTC). The TCRF was enacted by state legislation to fund 159 projects totaling \$4.9 billion over a five year period. Over the past 18 months, the TCRF has been funded through the State General Fund by transferring a portion of the sales tax on gas to the TIF. The Governor's budget proposes to suspend the transfer of State General Funds to the TIF and instead transfer these TCRF projects to the State Highway Account setting up a competition between TCRP and STIP funded projects. Given the status of the SHA and the potential reduction in federal funds, the STIP cannot absorb the commitments made to the TCRF. It appears that the Regional Transportation Planning Agencies (RTPA), in conjunction with the CTC, will be requested to reprioritize and/or reconfigure their Regional Transportation Improvement Programs (local STIP programs) to determine which projects will continue to receive funding and which projects to defer or eliminate altogether.

DECREASE IN STATE TRANSPORTATION REVENUES/EXPENDITURES ARE UP

The State and Federal revenues for the STIP are significantly lower than projected in the 2002 STIP estimate. According to new estimates released by Caltrans to the CTC, the STIP is projected to have a \$4 billion cash shortfall over the next five years. The projected cash balance in the State Highway Account for the current fiscal year is projected to have a \$173 million

shortfall and the deficit is projected to increase to \$634 million for the 2003/04 fiscal year. The STIP revenue reduction can be attributed to several factors:

1. Projected \$566 million funding increase in federal Revenue Aligned Budget Authority (RABA) not occurring over the next five years.
2. An anticipated 20% increase in federal funds for the 2003-04 fiscal year not occurring.
3. An annual revenue decrease of \$163 million, due to loss of truck weigh fees, as a result of the implementation of SB 2084.
4. A lower TIF transfer of \$74 million in FY 2003/04 as a result of a gasoline sales tax revenue decline.

Concurrent to these reductions in STIP revenues, annual expenditures from the State Highway Account (SHA) have increased significantly in response to speed the delivery of capital projects and reduce the traditionally high cash balances in the SHA. During the 2001/02 fiscal year, SHA expenditures exceeded account revenues by approximately \$1 billion and are projected to exceed revenues between \$500 million and \$1 billion over the next three years.

IMMEDIATE CASH FLOW

In December 2002, the CTC placed a moratorium on allocations until February 2003. It is likely that the CTC will have to address this year's cash flow problems prior to legislative action. The CTC has some flexibility, under the current budget, to make decisions about which projects receive allocations and which do not. The Governor's current proposal (released late last year to target the initial reduction of \$10 billion of the State's deficit) did not assure funding for projects that have previously received a CTC allocation vote.

CTC HEARING/ PROGRAMMING REVISIONS/TCRP VS STIP

On January 17, 2003, the California Transportation Commission (CTC) held a special hearing/workshop to discuss current cash flow problems in the State Highway Account (SHA) and an anticipated worsening over the next two years. Cash flow problems for the SHA will further intensify if, as expected, Transportation Congestion Relief Program (TCRP) funds no longer flow from the State's General Fund. On January 23, 2003, the CTC is extended the moratorium on new allocations from February to April to allow sufficient time to collect project and cash flow data from Caltrans and the RTPAs. A second special hearing has been scheduled for March 12, 2003 to review the collected data, provide an update on the State Budget deliberations and to determine an appropriate course of action.

At the hearing on January 17th, it appeared that two camps maybe emerging among the state's RTPAs. Urban counties such as Los Angeles, San Francisco and Santa Clara received large amounts of TCRF funds and would like to see the TRCF projects preserved. The Rural County caucus generally received little or no TCRF funds and would like to see the STIP be given priority. Consensus does appear to be possible for protecting projects that have already received allocations from the CTC and are under contract. The Bay Area has an unique cash flow problem caused by its continued success delivering its projects at a rapid rate, and has a large amount of both construction and project development funds programmed in FY 2002/03 and 2003/04 necessitating the need for a large amount of cash over the next 18 months.

CUTS VERSUS NEW REVENUE SOURCES

The Governor's proposed State Budget includes a recommendation to raise the State Sales Tax by one cent, but does not recommend any specific new revenue sources to offset the proposed cuts to transportation funding. Several transportation advocates and members of the State

Legislature have begun assessing and discussing the potential to raise various revenue sources to offset these proposed losses of transportation funds. At the CTC hearing, several transportation agencies suggested the implementation of a statewide gas tax increase, either permanent or as a temporary measure to offset the proposed loss of transportation funds.

BAY AREA APPROACH

The nine Bay Area Congestion Management Agencies (CMAs), MTC and Caltrans District IV are working together to collect project data for TCRF, STIP, SHOPP, and other state funded projects. During the month of February, several meetings will be held to discuss the Bay Area's immediate cash flow needs. Several CMAs have indicated a preference for prioritizing projects ready for construction. Others have indicated they have priority projects that need to maintain project development activities.

STA ADOPTED STATE BUDGET PRINCIPLES

On January 8, 2003, the STA Board adopted the following four advocacy principles for State Budget discussions to address transportation shortfalls:

1. Ensure that the immediate cash flow requirements are met for projects that have received allocations from the California Transportation Commission (CTC) in both the TCRP and STIP, and for local streets and roads and transit projects that have entered into contracts based on expected Proposition 42 based subventions.
2. Request that future, near-term allocation priorities for both TCRP and STIP projects will be developed by the regional agency, in cooperation with its partner transportation agency, that allows these projects to continue development resulting in the fewest and shortest possible project delays.
3. Seek additional statewide revenues for transportation to offset projected budget reductions proposed for local streets and roads, transit operations, and projects, included in the TCRP and STIP.
4. Support amendments to Senate Bill 45 and Assembly Bill 1012 provisions for timely use of funds that permit forgiveness of mandated project delivery deadlines to address state imposed funding curtailments that result in project delays.

Discussion:

Attached for your information is an updated list of state funded projects in Solano County. The projects are grouped by the following categories:

1. TCRP – State Funded Projects
2. 2002 STIP – State Funded
3. Caltrans Projects in Solano County – Various Fund Sources

Staff is continuing to update information for all of Solano County's priority projects funded with TCRF, STIP, SHOPP or other state and/or federal funding sources. Caltrans District IV has requested the STA prioritize Solano County's projects. Staff will be attending several meetings with Caltrans, MTC and the other Bay Area CMAs to discuss Bay Area projects and priorities for future allocations. At the meeting, staff will review the current status of TCRP, STIP and SHOPP funded projects and identify the cash flow needs for each project individually and Solano County's projects in the aggregate.

Recommendation:

Informational

Attachments: A. Solano County's State Funded Projects/Local Streets and Roads Projects

REVISED 2002 STIP
2002 State Transportation Improvement Program (STIP)
Solano Transportation Authority

February 27, 2002

| Projects | Proposed STIP Funding (Dollars in 000's) | | | | | |
|--|---|----------------|----------------|-----------------|-----------------|-----------------|
| | FY02/03 | FY03/04 | FY04/05 | FY05/06 | FY06/07 | Total |
| New | | | | | | |
| Road Rehabilitation (8 Separate Projects) | | | | | 2,000.0 | 2,000.0 |
| - Benicia, West "K" Street Overlay (\$154K) | | | | | | |
| - Dixon, South Lincoln Street Overlay (\$105K) | | | | | | |
| - Fairfield, Hillborn Pavement Improvements (\$364K) | | | | | | |
| - Rio Vista, Front Street Rehabilitation (\$74K) | | | | | | |
| - Solano County, Various Roads Overlay (\$393K) | | | | | | |
| - Suisun City, Pavement Rehabilitation (\$140K) | | | | | | |
| - Vacaville, Nut Tree Road Resurfacing (\$342K) | | | | | | |
| - Vallejo, Lemon Street Rehabilitation (\$428K) | | | | | | |
| Dixon Multi-Modal | | 400.0 | | | | 400.0 |
| Fairfield Vacaville Rail Station | | 250.0 | 2,000.0 | | | 2,250.0 |
| Bahia Viaduct | | | | | 1,000.0 | 1,000.0 |
| Benicia Intermodal Transportation Station | | 225.0 | 1,000.0 | | | 1,225.0 |
| Air Base Parkway - Peabody Rd. to Travis AB* | 645.0 | | | | | 645.0 |
| North Texas Street - Travis Blvd. To AB* | 362.0 | | | | | 362.0 |
| Central Way - Ritchie Rd to Pittman Rd* | 158.0 | | | | | 158.0 |
| Amended | | | | | | |
| 1% PPM | 145.0 | 144.0 | | | | 289.0 |
| I-80 Reliever/Jepson Parkway | 300.0 | 4,900.0 | | | 6,900.0 | 12,100.0 |
| Vallejo Ferry Terminal | 125.0 | 1,200.0 | | 3,000.0 | 3,100.0 | 7,425.0 |
| Baylink Ferry Maintenance Facility | | 425.0 | | | | 425.0 |
| I-80/680 Interchange Project | | | | 7,200.0 | 4,535.0 | 11,735.0 |
| Totals | 1,735.0 | 7,544.0 | 3,000.0 | 10,200.0 | 17,535.0 | 40,014.0 |

* This project is part of a STIP/STP Swap to provide \$1.165 million in funding for the I-80/I680/I780 Corridor Study which is the difference between the \$40.014 million and the \$38.849 million.

SOLANO HIGHWAY PROJECTS FUNDED

| Projects | EA | Project Manager | FUNDING | | | PROJECT STATUS | | |
|--|--------|-------------------|----------------|----------|---------------------|--|-----------------------|--------------------------|
| | | | Projected Cost | % Funded | Fund Sources | Status | Begin Construction | Projected Completion |
| Jepson Parkway | 0T2100 | Saaïd Fakhrazadeh | \$75 M | 66% | TEA-21; STIP; Local | EIS/EIR preparation and concept plan completed; NEPA-404 process underway; 10 segments. Widening of 2 Leisure Town Rd. bridges & culverts in construction (\$1.451M fed). PE & RW underway for I-80/Leisure Town Rd. Interchange modification (\$9.5M fed). EA: 0T2100 is only for Leisure Town project. | two segments underway | final segments 2004-2007 |
| I-80 / I-680 (Interchange Project) | 0A5300 | Katie Yim | TBD | \$9.4M | TCRP; RTIP | \$9.0 M in Governor's budget for this interchange . MIS** started Jan-01 and is scheduled to be completed Dec 03. Mark Thomas/Nolte team was selected for mainline widening project. PA&ED. | Phase 2 - TBD | Phase 2 - TBD |
| Highway 12 Widening (Napa-29 to I-80) | 264100 | Katie Yim | \$104 M | \$11.0 M | TCRP; ITIP; RTIP | The environmental document will be EIS/R. Environmental process started. 118 Permits to Enter are needed to perform various environmental studies.103 Permits to Enter (PTN) out of 118 (both counties) have been obtained to date. | PA&ED June 2005 | Spring 2012 |
| Sol - 80 (North Connector Project) | 0A5200 | Katie Yim | 47M | \$3.0M | TCRP | \$3.0M Governor's budget allocated for this project. Krove Eng'g was awarded the PA&ED contract. | 06/29/1905 | TBD |
| Highway 37 (Phase I) | 0T1431 | Katie Yim | \$3.6 M | 100% | STIP | Phase I will restore tidal wetlands at Guadalcanal Village and will provide mitigation for the loss of wetland habitat associated with the proposed construction of the 4-lane freeway on SR-37. Contract was accepted on March 29, 2002. | Nov-00 | 03/29/2002 |
| Highway 37 (Phase II) | 0T1411 | Katie Yim | \$52M | 100% | STIP | Phase II will construct a four-lane freeway from the Napa River Bridge to Enterprise Street. Contract was award December 18, 2001. Contract was approved January 7, 2002. Contractor is O.C. Jones & Sons, Inc. Construction | Mar-02 | Dec-05 |
| Sol - 37 Mitigation planting | 0T14C1 | Katie Yim | 600K | 100% | STIP | Project under Construction. | 06/01/2002 | 07/01/2006 |
| Sol -37Mitigation planting | 0T14F1 | Katie Yim | 428K | 100% | STIP | Follow up mitigation planting to 0T14c1 to supplement non-achieved planting regime,at Guadalcanal. Currently non-active. | 06/28/1905 | 06/29/1905 |
| Sol - 680 | 6061 | Mo Pazooki | 74292K | 100% | STIP | Construction Bridge Interchange | 10/31/1997 | 11/01/2004 |
| Rte 12 West Truck Climb Ln | 0A0400 | Katie Yim | \$7 M | 100% | SHOPP | PSR was approved November 2, 2001. The project is fully funded through 2002 SHOPP. Preliminary engineering and env. Study started | Fall 2006 | Jan-08 |
| Sol - 80 Pavement Rehabilitation | 448901 | Katie Yim | \$8M | 100% | SHOPP | PS&E is about 95% complete. Project will be combined w/ 0T1601 as one construction contract. | Summer 2003 | Spring 2005 |
| Red Top Slide (I-80) | 259014 | Patrick Pang | \$8 M | 100% | SHOPP | State-of-the-art drainage shaft project. Design Sequencing Project. Contract was awarded October 4, 2001 and approved October 15, 2001. The contractor is Condon Johnson & Associates. Contract is about 40% complete. | Fall 2001 | Fall 2003 |
| Sol - 80 | 4C080K | P.K. Pang | 15,967 | 100% | SHOPP | Replace Bridge (Scour) | 01/01/2004 | 10/01/2009 |
| Sol - 80 | 44960K | P.K. Pang | 10,258 | 100% | SHOPP | Stabilize Landslide | 01/24/2002 | 07/01/2007 |
| Sol - 80 | 25901 | P.K. Pang | 7,990 | 100% | SHOPP | Stabilize Landslide | 08/10/2000 | 02/01/2004 |
| Sol - 80 | 0A930 | K. LE | 1000K | 100% | SHOPP | Inspect Reinforced Concrete Box | 10/11/2002 | 01/01/2003 |
| intersection of on-ramp, Oliver Rd/Rockville Rd/Rockville Rd/West Texas St | 27510K | Larry Jones | \$1,450,000 | 100% | SHOPP | PS&E stage. This project is proposed to improve the intersection of westbound Route 80 on-ramp/Oliver Rd/Rockville Rd/West Texas St. | 05/01/2006 | 11/01/2007 |
| Rte 12, 80, 505, 680, 780 install lighting | 443600 | Roland Au-Yeung | \$2.8M | 100% | SHOPP | PSR was approved on 12/06/01. PR will be approved in September, 02. This project proposes to install new safety lighting, or bring to standard existing lighting, at all non-signalized local street intersections with freeway ramps in | 07/01/2005 | 11/01/2006 |

SOLANO HIGHWAY PROJECTS FUNDED

| Projects | EA | Project Manager | FUNDING | | | PROJECT STATUS | | |
|---|--------|---------------------|----------------------------|----------|--------------|---|----------------------|----------------------|
| | | | Projected Cost | % Funded | Fund Sources | Status | Begin Construction | Projected Completion |
| Sol - 80 | 444700 | Roland Au- Yeung | \$500K | Minor A | SHOPP | PS&E planned for October 2002. Phase I. | 10/02/2002 | |
| Sol - 80 | 0T0501 | Jason Mac | 13,899K | 100% | SHOPP | Structural Section Repair | 08/03/1999 | 01/01/2003 |
| Sol - 80 | 44430 | J. Hemiup | 12,000 | 100% | SHOPP | Upgrade Existing Median Barrier | 12/01/2002 | 04/01/2006 |
| I-80 pavement Rehabilitation | 240901 | Nita Logan | \$18.3M | 100% | SHOPP | PSSR was approved September 14, 2001. The project is programmed in 2002. SHOPP for FY 05/06 | 03/06/2002 | Feb.07 |
| Sol - 12 | 0C790 | J. Hemiup | 7,194K | 100% | SHOPP | AC Overlay (CAPM) | 08/27/1999 | 09/01/2002 |
| Sol - 12 | 0T102 | Jason Mac | 1,301K | 100% | SHOPP | Bridge Replacement (Scour) | 04/24/2000 | 10/01/2003 |
| Sol - 12 | 44410 | Roland Au- Yeung | 3,200 | 100% | SHOPP | Install Concrete Median Barrier | 12/01/2002 | 07/01/2005 |
| Rte 780 Columbus PKWY | 299300 | Larry Jones | \$500,000 | 100% | SHOPP | PR was approved on 03/29/01. This project proposed to extend the acceleration lane and merge taper lengths on westbound Rte 780 at the Columbus Parkway on-ramp. Proposed funding is from 2002/2003 Minor A program. | TBD | TBD |
| Sol - 680 | 25870 | P.K. Pang | 17,015K | 100% | SHOPP | Restoration & Widening of Shoulder | 07/01/2003 | 09/01/2006 |
| Sol - 113 | 0A5600 | Roland Au- Yeung | \$188K | Minor A | SHOPP | October PS&E Target Coop Agreement with city of Dixon. Leading draft project report only circulated. | 10/02/2002 | |
| Sol - 113 | 0C620 | J. Hemiup | 4500K | 100% | SHOPP | Roadway Rehabilitation | 10/26/1998 | 10/01/2003 |
| Sol - 113 Round Hill Creek Bridge Replacement | 4C020 | Jerry Ma | 1,462 | 100% | SHOPP | Under construction | 04/13/1999 | 05/01/2003 |
| Sol - 84 | 446300 | J. Hemiup | 2,500 | 100% | SHOPP | Bridge Replacement | 11/01/2002 | 03/01/2006 |
| Sol - 80 | 265801 | L. Jones | 450 | 100% | Minor A | Traffic Signal and Widen Ramp | 12/16/1999 | |
| Sol - 80 | 1A0100 | R. Au-Yeung | 280 | 100% | Minor A | Widen the off-Ramp | 02/01/2003 | |
| Sol - 12 | 0A0301 | L. Jones | 250 | 100% | Minor A | Install Raised Profile | 12/07/2001 | |
| Sol - 12 | 299501 | L. Jones | 300 | 100% | Minor A | Signal and Lighting | 03/05/2001 | |
| Sol - 113 | 4C040 | | 356 | 100% | Minor A | Rock Slope Protection | 09/30/1999 | |
| Sol-80/Nut Tree Rd. O/C | 443100 | Saaid Fakhrazadeh | \$12.5M | 100% | Local | Environmental Approval for this project will be ND for CEQA and CE for NEPA. Both CEQA & NEPA documents are in process. | Oct.03 | Nov.04 |
| Sol - 37 | 284700 | S. Fakhrazadeh | 3,300 | 100% | Local | Interchange Improvements | 01/01/2005 | 06/01/2006 |
| I-80 (Vacaville to Dixon) | | Jason Mac | \$43 M (construction only) | 11% | ITIP; RTIP | 10.5 mile stretch to be widened from 6 to 8 lanes. \$9M ITIP programmed for environmental only. Negative Declaration is required for environmental approval. Scoping changes, additional archeological studies and the length of the corridor | PA&ED*** Summer 2003 | TBD |

SOLANO HIGHWAY PROJECTS FUNDED

| Projects | EA | Project Manager | FUNDING | | | PROJECT STATUS | | |
|--|--------|-----------------|-----------------------------|----------|--------------|--|--------------------|----------------------|
| | | | Projected Cost | % Funded | Fund Sources | Status | Begin Construction | Projected Completion |
| Highway 37 (Phase III) | 0T1441 | Katie Yim | \$62 M | 100% | ITIP; RTIP | Phase III will construct a four-lane freeway from Enterprise St. to Diablo St. and a partial cloverleaf interchange for Rt. 37/29 intersection. Phase III will be located on a new alignment north of the existing alignment of Rt. 37. PS&E | Feb-03 | Dec-05 |
| I-80 / I-680 (Auxiliary Lanes) | 0T1601 | Katie Yim | \$19 M | 100% | ITIP | Effort is underway to accelerate auxiliary lane segment completion prior to bridge openings. (Phase I). The Federal Highway Administration approved the FONSI, the final environmental approval, on January 16, 2002. PS &E is about | Summer 2003 | Fall 2004 |
| Sol - 37 HWY Planting in Vallejo and Mitigation planting | 0T1451 | Katie Yim | \$3.5M | 100% | ITIP | Non Active currently. CT to start project report in 2003. | 06/28/1905 | 07/02/1905 |
| Sol - 80 | 0490A1 | L. Jones | 3,060 | 100% | Bridge Tolls | Rehab Pier 3 Fender | 09/01/1995 | 07/01/2003 |
| Sol - 680 | 6081 | M. Pazooki | 8,407 | 100% | Bridge Tolls | Mitigation (Wetland) | 10/31/1997 | 11/01/2003 |
| Sol - 680 | 13081 | Kevin Azarmi | 7,660 | 100% | Bridge Tolls | Construct maintenance Facility | 03/27/1998 | 07/01/2005 |
| Benicia/ Martinez Bridge | | Mo Pazooki | \$652.8M | 100% | Bridge Tolls | Eight contracts. New main Span bridge 780/680 I/C Reconstruction, Toll Plaza and Administration Building, Marina Vista I/C are under construction. The Wetland mitigation contract will be advertised on 2/14/03. The new bridge | Summer 1999 | 2004 |
| Carquinez Replacement Bridge | | Kevin Azarmi | \$355 M (construction only) | 100% | Bridge Tolls | Under Construction; project on schedule, 65% complete. Cable spinning operations are scheduled to begin in August after erection of saddles. The Maintenance Facility is completed. The new bridge is scheduled to be opened to traffic in October 2003. | Mar-00 | 2005 |
| Sol - 12 | 266200 | S. Fakharzadeh | 106 | 100% | | Construct Right Turn Lanes | 09/01/1999 | 01/01/2002 |

PS&E: Plans, Specifications, and Estimates
MIS: Major Investment Study
PA&ED: Project Approval and Environmental Document
PSR: Project Study Report
PR: Project Report

Traffic Congestion Relief Program - Solano County Projects

Key to Phases: 1- Environmental, 2- Preliminary Engineering, 3- Right of Way, 4- Construction

| Bill REF | Phase | Project Description | County | Lead Applicant | Available | Approved | Allocation Total | Expenditures | To be allocated |
|---|-------|--|--------|---------------------------------|--------------|--------------|------------------|--------------|-----------------|
| Project #24 Vallejo Baylink Ferry | | | | | | | | | |
| 24 | 2 | Vallejo Baylink Ferry; acquire low-emission ferryboats | Solano | City of Vallejo | \$5,000,000 | \$100,000 | \$100,000 | \$27,367 | |
| | 4 | | | | | \$4,900,000 | \$4,900,000 | | |
| Total | | | | | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$27,367 | \$0 |
| Project #25 I-80/I-680/Route 12 Interchange | | | | | | | | | |
| 25 | 1 | I-80/I-680/Route 12 Interchange in Fairfield | Solano | Solano Transportation Authority | | \$1,000,000 | \$1,000,000 | \$1,000,000 | |
| 25.2 | 1 | North Connector, Mengels Extension | | Solano Transportation Authority | \$0 | \$3,000,000 | \$3,000,000 | \$8,643 | |
| 25.3 | 1 | I-80/680 Interchange | | Solano Transportation Authority | \$0 | \$9,000,000 | \$9,000,000 | | |
| Total | | | | | \$13,000,000 | \$13,000,000 | \$13,000,000 | \$1,008,643 | \$0 |
| Project #157 Route 12 through Jamison Canyon | | | | | | | | | |
| 157 | | Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon. | Napa | Caltrans | \$7,000,000 | \$7,000,000 | \$4,100,000 | \$1,280,582 | |
| Total | | | | | \$7,000,000 | \$7,000,000 | \$4,100,000 | \$1,280,582 | \$2,900,000 |

Please note the following deadlines apply to the TCR Program:

Application Submittal: Implementing agencies must submit applications to the CTC by July 6, 2002.

Allocation: Must be seeked in the same fiscal year in which the first phase of the project begins. For construction or procurement phases, start of work means award of contract.

Expenditure of funds: Funds are available for expenditure and reimbursement up to 5 years after the allocation date.



DATE: January 28, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Multi-Modal Travel Demand Model Status

Background:

On April 10, 2002, the STA Board selected DKS Associates to develop a new multi-regional, multi-modal travel demand model for Solano and Napa counties. The new model is intended to be used for long term modeling needs of the STA and member agencies including the I-80/680/780 Corridor Study, the EIS/R for the I-80/680/12 Interchange and future transit, HOV and rail studies.

On December 2, 2002, a new Master Agreement between Caltrans and STA and a program supplement allocating \$400,000 of STIP funds for this project was signed by the State allowing the STA to sign a contract and issue a Notice to Proceed to the consultant.

Discussion:

For the past few months, staff and consultants have been refining the project schedule with the goal of developing a Phase 1 highway traffic model by August 31, 2003 and a Phase 2 multi-modal travel demand model by January 31, 2004. Because of this very tight schedule, full and timely participation from member agencies (particularly to update the land uses and the traffic analysis zones) will be critical in order to meet this very ambitious schedule.

The STA's Modeling Subcommittee will be meeting every month or two during the next year to provide peer review on the model development. On February 4, 2003, a kick-off "charrette" meeting has been scheduled at the STA offices beginning at 10:00 a.m. to fully launch the model development and discuss the model structure. Each member agency has requested to send at least one representative to this kick-off meeting. A more detailed agenda will be circulated to the subcommittee members a week prior to the meeting.

Attached is the Scope of Work and schedule.

Recommendation:

Informational

Attachments – A. Scope of Work
B. Schedule

HIGHLIGHTS OF THE DKS TEAM APPROACH

Model Strategy. In the first eight weeks of the project, the DKS team will work with the key staff from local agencies to refine the model development approach to meet the needs of the local agencies as well as to recognize the usefulness of upcoming census and survey data. This effort includes a model-design "charette" (or workshop) for key local agency staff and consultant team modelers where we will discuss and decide how to approach many different forecasting issues.

Model Set-Up. In the next twelve weeks of the project, the DKS team will be working with the key local agency staff to refine the model networks, traffic analysis zone (TAZ) structure and land use data sets to be used in the model update. In this process, the team will use aerial photographs of the two counties and GIS files to make sure that the roadway alignments match actual conditions. The team will use the model networks and traffic zones in Napa and Solano Counties from the existing county-wide models as a starting point for the new model networks.

Where appropriate, DKS will recommend splitting analysis zones in Napa and Solano Counties. Zone splits will mostly be recommended in areas where current traffic analysis zones are either too large in area or are producing too many trips for use in a model network of this detail. All zone splits will be presented to the Modeling Committee for consideration before they are implemented.

The DKS team will use current link coding (speeds, capacities, and lanes) from the existing local models, and recommend a uniform system where possible. In addition, The DKS team will review results from available operational studies in key study areas to determine if there are other factors that affect free-flow traffic speeds or effective land capacities.

The DKS team will provide a "super-regional" network to represent other surrounding counties and commute sheds through the use of the MTC, SACOG, SJCOG and Lake County models. Zones and network will be added based on structural recommendations (such as zone aggregations) that come from the Model Strategy stage of the project, and available zonal data will be prepared.

The DKS team will assemble a variety of survey and traffic count data for use in model development efforts. This will include information scheduled for release later this year from the U.S. Census Bureau and from recent regional travel surveys conducted by MTC and Caltrans. DKS will collect additional survey data to fill in gaps in traffic count data.

Phase 1 Highway Model Development. During this next stage, anticipated to require the subsequent twenty weeks, the DKS team will calibrate the new model to reflect the observed travel behavior for Napa and Solano Counties. At each step in the model calibration process, we will test the individual modules in the new model to make sure that each is accurately reflecting the conditions that it should. The models will be developed in the Cube/TP+ software.

Special attention will be given to the development of trip generation methods so that locally developed trip generation methods based on land-use measures (such as "floor area") can be used rather than the "employment" measures used by the regional models. Conversion factors will be developed to allow comparisons between the land-use measures and the employment measures so that any inconsistencies in future growth assumptions can be identified and reconciled.

As with any focused or sub-area model, trip distribution will be a major area of emphasis in the calibration process. The DKS team will pay particular attention to the travel times estimated between traffic analysis zones because this affects the ability of the model to accurately estimate the number of trips between different areas.

Development of the mode choice, transit ridership and vehicle occupancy prediction capabilities of the model will occur primarily in Phase 2 of the project. In Phase 1, the DKS team recommends using mode share information already available for transit and HOV from the regional forecasting work of MTC and SACOG. The zone-to-zone mode shares and vehicle occupancy factors from the regional models can be adjusted as necessary based on local data to produce a reasonable method for forecasting auto trips in Phase 1.

Based on the available traffic count and travel survey data assembled in the Model Set-Up Stage, a set of evaluation and validation tests will be designed for the Phase 1 model. Some tests will focus on actual model performance (e.g. comparison of model forecasts to observed screen line traffic volumes), while other tests will focus on consistency with other models or travel surveys (e.g. comparison to household travel surveys).

Phase 2 Mode Choice Enhancements. The DKS team will use the next twenty weeks to develop new mode choice and vehicle-occupancy analysis techniques. This work will include the development of detailed transit networks to predict travel times by transit modes and supplemental ridership forecasting methods to predict the shift in transit ridership that would result from transit service improvements. This analysis will focus on developing analysis techniques to address trade-offs that are made between express buses, rail and ferries.

REVISED WORK SCOPE

Stage 1 – Strategic Plan

Task 1: Refine Scope of Services. In this task, the DKS team will meet with the Modeling Committee assigned to this project to determine what remaining issues exist and finalize the work plan. This will include:

- An overview of the modeling concepts and terms to the Modeling Committee
- An overview of the tasks and schedule and anticipated topics at each Modeling Committee meeting
- A discussion on transmittal of materials to the Modeling Committee (such as plots and memoranda), focusing on electronic formats
- A focused discussion on what model strategies need to be considered in the charette, such as TAZ mapping, trip generation options (land use/demographic inputs and trip outputs), trip distribution methods (intra-county and inter-county), mode choice assumptions, network volume-delay curves and assignment time periods
- A report on anticipated availability dates of census and survey data, and how these dates affect schedule and work effort
- A discussion of the specifics items and invited participants to the model design charrette

Based on feedback at this meeting, DKS will distribute a summary of meeting minutes and provide a review of these with the Modeling Committee before finalizing the overall model strategy.

Deliverables: Initial meeting presentation and initial meeting minutes

Duration: Two weeks

Task 2: Develop Strategy for Model Structure. The DKS team will conduct a model design charette, which will include key staff from the consultant team and the participating agencies. At the charette, we will need to begin the work session with a review project schedule needs and scheduled release dates of survey and census data. We will agree to appropriate base and horizon years. We will then proceed through the model development process steps, presenting outstanding technical issues to the committee for consideration (and the consultant team's recommendations, where appropriate) to develop direction among the stakeholders on the specific model development process.

DKS will review project horizon year and time period needs with the committee so that an understanding of the scenarios to be available can be fully understood and properly prepared. A set of validation tests and screenline locations will also be presented for feedback.

Following the charette, we will circulate a draft and a final strategy to guide the remainder of the project. We will also publish an overall summary of minutes, and a specific strategy discussion on the remainder of the project.

Deliverables: Charette materials, charette minutes, draft strategy and final strategy

Duration: Five weeks

Stage 2 – Model Set-up

Task 3: Develop Updated Traffic Zone Map. The development of the new TAZs will begin by comparing the local Napa and Solano model TAZs to the geographic boundaries of zones applied in the sub-regional and regional models. Additional zones will be added in Solano and Napa Counties to improve trip loading on a more detailed roadway network. New TAZs may also be allocated at major mode-transfer facilities (stations and terminals) and areas where major trip generators are located.

The TAZ zone structure outside of Solano and Napa Counties will be developed at this stage. This will begin with the networks from SACOG, MTC, SJCOG and Lake County. DKS will aggregate TAZs in those areas that are located far from Napa and Solano counties (such as the South Bay and areas east of Downtown Sacramento).

DKS will review all local TAZ maps. Overlay maps will be produced where possible in GIS to highlight differences in zone boundaries. Where differences occur, the DKS team will recommend whether to realign zones or split zones. The DKS team will also review the zone sizes and internal land uses to recommend whether other zone splits or revisions are also needed. The DKS team will meet with the local agencies in three separate meetings to obtain agreement on TAZ boundaries, paying specific attention to the usefulness for local planning purposes. The final TAZ maps will be produced in ArcView GIS format.

Deliverables: Revised TAZ maps and electronic files

Duration: Four weeks

Task 4: Collect Travel and Land Use Data. While undertaking Task 3, the DKS team will also work with the local jurisdictions to examine the land-use and demographic estimates and forecasts proposed by ABAG and by local agencies. DKS will work with a selected land use consultant to define the needed land-use and/or demographic data. DKS will work with the land use consultant and with local agencies to utilize land-use forecasts in a format most convenient to them, but consistent in a larger model context. DKS will also work with the Modeling Committee to incorporate appropriate research on employee to square footage ratios that the land use consultant may provide.

The DKS team will also contact each community as needed to allow the DKS team to take advantage of local knowledge on the exact locations of land uses in a refined TAZ structure.

The DKS team will provide a technical summary of census information as it becomes available for use in the model development process. Because some of this information will not be available until later tasks are underway, DKS will recommend how to use these new data in the model development process.

DKS will compile a database of traffic counts. DKS will begin this work by assembling data from several data sources, such as local traffic count programs and impact studies, as well as data collected by MTC and Caltrans. Available data on HOV usage will be included.

DKS Associates

The DKS team proposes to fill any remaining gaps in traffic count data, and to consider recounting locations where data appears to be less accurate. Based on the initial canvas of data availability and quality, we will review with the Modeling Committee and then undertake up to \$10,000 of additional counts, with top priority given to screenlines used for validation.

DKS will collect schedule and ridership information for current ferry and bus operations through the STA and NCPTA. DKS will include data on the Capitol Corridor service, if made available. No additional transit data gathering is anticipated.

Deliverables: Draft and final land use data sets, and notebook of traffic count data

Duration: Eight weeks

Task 5: Develop Highway and Preliminary Transit Network. Beginning with the model networks used in Solano and Napa Counties, and other networks available for adjacent counties (from sources such as SACOG and MTC), the DKS team will construct a new TP+ model network. The new networks will be laid over other GIS layers (such as aeriels and street databases) to verify that roadway alignments and distances are accurately represented in the TP+ network.

The DKS team will also use information collected in Task 4 to develop a traffic-count database for use in the validation process.

It is proposed that the following levels of roads are included in the model network:

- All freeways and major regional routes
- All arterial roads as defined by the local agencies
- Important roads as defined by each jurisdiction

Deliverables: A base level network for the highway system, and a draft transit network including buses, trains and ferries

Duration: Six weeks

Stage 3 -- Phase 1 Model Development

Task 6: Prepare Initial Phase 1 Calibration of Highway Element. This task is the heart of the Phase 1 model efforts, as steps leading to model calibration and validation are taken. At each step, different analysis tables will be prepared to verify that the model is performing sufficiently accurately. DKS recommends that the model calibration be reviewed by the Modeling Committee on a step-by-step basis. The anticipated steps include:

- Initial trip generation results
- Initial trip distribution results (incorporating adjustments to trip generation)
- Initial traffic assignments (incorporating adjustments to trip distribution)
- Initial results from the entire model job stream, incorporating feedback loops

Specific comparison tools will vary depending on whether survey data are available, and whether the available model data are reliable enough to be used in comparisons. For trip distribution, city-to-city trip patterns within each county will be examined, and compared to available survey

or other data where possible. The DKS team will make traffic assignment comparisons by screenline, roadway type and subarea. We anticipate that concerns may emerge about the reliability of specific link data, and we will work with local staff where this issue arises.

This Phase 1 model will have mode-share percentages imported directly from the previously developed models or survey reports. For trips between the regions, we will derive mode shares by assuming mode share percentages from similar commutes and double-check these with available ridership data.

Deliverables: Memos describing comparisons

Duration: Eight weeks

Task 7: Prepare Highway Forecasts for Horizon Years. The DKS team will develop traffic forecasts using the latest population, employment and land use development forecasts for each jurisdiction as well as the roadway project lists as directed by the Modeling Committee. The initial horizon year forecasts will be prepared for 2025.

We recommend that the initial future trip table comparisons be transmitted to MTC for an unofficial consistency review at this point. Based on feedback from this review, the consultant team and possibly the Modeling Committee will need to determine whether this model needs to be adjusted to make it more consistent with MTC findings, or whether some inconsistency is acceptable for the purposes to which this model will be used.

Deliverables: Draft model forecast results

Duration: Four weeks

Task 8: Refine Highway Element and Prepare Final Phase 1 Forecasts. Review of model results by the Modeling Committee will likely result in the need to make adjustments to various land-use and transportation-project assumptions. In this task, we will refine the inputs and release the revised Phase 1 highway forecasts.

Deliverables: Final model forecast results

Duration: Six weeks

Task 9: Submit Documentation on Phase 1 Highway Model. The DKS team will produce a report on the Phase 1 model, comparing the model's ability to accurately predict traffic volumes and other travel behaviors.

Deliverables: Report -- Documentation of Phase 1 Model

Duration: Two weeks

Stage 4 – Phase 2 Model Development

Task 10: Develop Final Transit Network, and Final Transit and HOV Data Sets. DKS will verify the draft transit network prepared in Task 5 for use in Phase 2. The DKS team will also request that mode of access information of any kind (including park-and-ride lot utilization) be made available, and will identify where additional survey data are available that can be used in the Phase 2 model development.

DKS Associates

DKS will obtain information about existing and proposed HOV treatments that may affect current traffic estimates or future forecasts. This will not only include HOV lane expansion, but HOV utilization at the toll bridges and any auto occupancy information that may be available.

DKS will collect information on any local expansion plans and service changes at this time. DKS will ask local operators to verify transit operations issues such as timed transfers, policies of holding connecting transit vehicles, park-and-ride lot policies and utilization, and the reliability of schedules to actual operating conditions.

Deliverables: Final transit network plots, and reference data notebook for HOV and transit

Duration: Four weeks

Task 11: Prepare Phase 2 Calibration of Highway and Transit Element. At the outset of this task, the DKS team proposes to revisit the overall transit forecasting needs of this model. Additional survey and census information will be available, so that more reliable data on mode shares will be available for comparison.

The DKS team will introduce an "HOV lane utilization" method into the model to estimate how many carpools will actually use proposed HOV lanes.

The DKS team will develop a post-processing method for analyzing predicted changes in transit ridership based on existing transit ridership and market sizes, with elasticities assigned to changes in travel time, cost, connectivity and reliability. The DKS team will compare the model results to data on total trips and mode shares by travel pattern and trip purpose, transit peak-period boardings, and use of major park-and-ride facilities.

DKS recommends that the consultant team meet with MTC to provide a consistency check. Based on the results from that meeting, the Modeling Committee may direct DKS to revisit particular assumptions.

Deliverables: Memos describing calibration approaches and findings

Duration: Eight weeks

Task 12: Prepare Phase 2 Highway and Transit Forecasts for Horizon Years. Based on the feedback from the calibrated transit model, the team will prepare the revised Highway and Transit forecast for the horizon year. At this point, we anticipate that new forecast assumptions (such as new population projections and new transportation projects) may need to be incorporated. DKS will submit the initial forecasts to MTC for review and comment, although changes should be directed by the Modeling Committee.

Deliverables: Draft model forecast results

Duration: Four weeks

Task 13: Refine Phase 2 Model and Prepare Final Forecasts. Once the draft forecasts are provided, an additional round of local review and comment will be conducted and final model forecasts will be produced.

Deliverables: Final model forecast results

Duration: Four weeks

Task 14: Submit Final Model Documentation. The model documentation will include a summary of the inputs, model logic, interim model run comparisons at the trip-distribution and mode-choice stages, and final comparisons to actual transit and highway volumes. The model will also be provided in electronic form for use and distribution, in procedures established by the Modeling Committee.

DKS will provide a one-half day training session for interested local staff on the structure and set-up of this model. Attendees should have a working knowledge of the Cube/TP+/Viper software.

Deliverables: Report – Documentation of Phase 2 Model, and accompanying electronic files

Duration: Two weeks

Meetings/Administration

Monthly meetings are also to be held with the Modeling Committee. A number of other meetings will also be held individually with the local jurisdictions in the gathering of land use and travel data.

Up to three presentations will be made to each county agency's technical committee or board of directors during this project. The agency representatives will need to coordinate and determine at which times to best make these presentations.



DATE: January 28, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: STA/YSAQMD Transportation Land
Use Conference and "Toolkit"

Background:

Last year, the Yolo Solano Air Quality Management District contacted the STA regarding the potential for co-sponsoring an STA/YSAQMD Transportation-Land Use Conference. On January 8, 2003 the STA Board authorized a preliminary program, budget and the development of a Transportation/Land Use "Toolkit" for release at this conference.

Priority Project No. 30 of the STA's Work Program, adopted by the STA Board on July 10, 2002, proposed to develop an STA Transportation for Livable Communities (TLC) Program by 2003/04. This program will establish guidelines to program federal enhancement funds that STA is expected to receive under the next federal transportation bill (referred to as TEA-3). These funds can be used for projects that help implement identified downtown revitalization projects, including various pedestrian, bicycle and transit-oriented improvements.

The conference will help initiate the discussions and complete some the groundwork needed to eventually formulate guidelines for a Countywide TLC Program by next fiscal year.

Discussion:

The STA/YSAQMD Transportation - Land Use Conference is scheduled for April 11, 2003 at the Travis Credit Union in Vacaville. The conference will showcase many of the quality TLC-type programs and projects in various stages of planning and implementation in Solano and Yolo Counties and to promote better links between transportation and land use.

One of the products proposed to be released at this conference is a Transportation/Land use "Toolkit" that will highlight examples of Solano and Yolo County TLC projects including pedestrian, bicycle and transit uses. The development of the "Toolkit" has already been initiated by the STA staff and consultants and will provide a broad range of information on how to incorporate best design practices into downtown TLC plans. The STA's Alternative Modes Committee has been designated by the Board to review and oversee the development of the draft "toolkit". They are scheduled to meet on February 25, 2003 at 1:30 p.m. to review a preliminary draft of the toolkit. Attached is an updated program for the conference.

Recommendation:

Informational

Attachment A – Draft program outline for the STA/YSAQMD Transportation Land Use
Conference on April 11, 2003

DRAFT ver. 1-28-03**Partners in Planning****Land Use – Transportation – Air Quality****At Travis Credit Union, Vacaville****On April 11, 2003****8:30-9:00** Registration/Continental Breakfast**9:00-9:20** Greetings/IntroductionFacilitators: **Len Augustine**, Mayor, City of Vacaville (*welcome attendees and facility information*)**Larry Greene**, Air Pollution Control Officer, Yolo-Solano Air Quality Management District**Daryl Halls**, Executive Director, Solano Transportation Authority**9:20-9:25** Path to SuccessFacilitator: **Tom Stallard** (*5 minutes to introduce speakers and topics. Moderates Q/A period.*)**9:25-9:55** Topic: Public Transit GrowthSpeakers: **Jim McElroy**, Director of Unitrans (*10 minutes*)**Terry Bassett**, Director of Yolo County Transportation District (*10 minutes*)**Question/Answer Period** (*10 minutes*)**9:55-10:00** Facilitator: **Tom Stallard** (*5 minutes to introduce speakers and topics*)**10:00-10:50** Topic: Community ProgramsSpeakers: **Marci Coglianese**, Mayor of City of Rio Vista, Rio Vista Main Street and Waterfront Projects (*10 minutes*)**Mary Ann Courville**, Mayor of City of Dixon, Dixon Rail Station and Downtown (*10 minutes*)**Mike McGowan**, Supervisor of Yolo County, West Sacramento River Walk and Metro Place at Washington Square (*10 minutes*)**Bob Grandy**, Lead Consultant for STA's Jepson Parkway (*10 minutes*)**Question/Answer Period** (*10 minutes*)

DRAFT ver. 1-28-03

10:50-11:00 Break (*Coffee available in the foyer area*)

11:00-12:00 Obstacles to and how do we incentivize Smart Growth?

Facilitator: **Duane Kromm**, Supervisor, Solano County (*5 minutes, introduce topic and speakers. Moderates Q/A period.*)

Panel Speakers: **Sean Quinn**, Community Development Director, City of Fairfield (*5 minutes*)

Judy Corbett, Executive Director, Local Government Commission (*5 minutes*)

Warren Salmons, City Manager, City of Dixon (*5 minutes*)

Charlie Learned, Housing and Redevelopment Director, City of Vacaville (*5 minutes*)

Roma, Local Developer (*5 minutes*)

Miller-Sorg, Local Developer (*5 minutes*)

Panel Discussion (*30 minutes*)

12:00-12:35 Buffet Lunch (*serving tables set up in the foyer area*)

12:35-1:00 Making Better Land Use - Transportation - Air Quality Connections

Introduction by **John Vasquez**, Supervisor, Solano County (*5 minutes*)

Keynote Speaker: **Lois Wolk**, Assemblymember 8th District (*20 minutes*)

1:00 -1:45 Opportunities and Challenges Ahead

Facilitator: **Helen Thomson**, Supervisor, Yolo County (*5 minutes introduce each speaker and topic. Moderates Q/A period.*)

Panel Speakers: **Diane Eidam**, Executive Director, California Transportation Commission (*10 minutes*)

Topic: I-80 Corridor (highway, transit and intercity rail)

Martin Tuttle, Director, Sacramento Area Council of Governments (*10 minutes*)

Topic: Community Design Program

Steve Heminger, Director, Metropolitan Transportation Commission (*10 minutes*)

Topic: TLC/HIP Program and MTC/CMAAs

Transportation/Land Use Partnership

Questions and Answers Period (*15 minutes*)

DRAFT ver. 1-28-03

1:50 – 2:30 Transportation and Land Use – Two Local Perspectives

Facilitator: TBD
 Mayor, City of Brea (still to be confirmed) *(15 minutes)*
 Jim Spering, Mayor, City of Suisun City *(15 minutes)*
 Questions and Answers Period *(10 minutes)*

2:30-3:00 Transportation/Land Use Toolkit

Speaker: **Elizabeth Richards**, Program Director, Solano Napa Commuter
 Information *(10 minutes)*
 Topic: Toolkit Introduction and TDM and Rideshare
Speaker: **Larry Greene** *(10 minutes)*
 Topic: YSAQMD's Clean Air Program
Speaker: **Daryl Halls** *(10 minutes)*
 Topic: Best Practices Handbook, STA/MTC TLC program

3:00 -3:05 Closing Remarks

Facilitator: **Daryl Halls**



DATE: January 28, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: ABAG Draft 2003 Projections

Background:

At least every two years, the Association of Bay Area Governments (ABAG) approves population, housing and jobs projections for the nine Bay Area counties. These projections are used for MTC's Regional Transportation Plan, countywide transportation plans and traffic models. In addition they are used for various corridor studies, short and long range transit plans, and rail studies conducted by congestion management agencies, MTC, transit agencies and Caltrans.

The cities and counties in the Bay Area do not always agree with these numbers since they tend to be more accurate at a regional level and are primarily forecasts of economic demand rather than current local land use plans. Therefore, the projections for a particular city and county are not always consistent with the local general plans.

Discussion:

ABAG has released its most recent draft "Projections 2003: A Smart Growth Forecast". These new projections assume that new incentives and regulatory changes will occur during the next 20 years that will promote more housing construction and transit-oriented development than may have occurred in the past. A brief comparison to the prior "Projections 2002" indicates the following for Solano County as a whole for 2025:

| | <u>Projections 2002</u> | <u>Projections 2003</u> | <u>% Change</u> |
|------------------------------|--------------------------------|--------------------------------|------------------------|
| Total Population 2025 | 571,300 | 557,200 | -2.4 |
| Total Households 2025 | 191,330 | 186,450 | -2.5 |
| Total Jobs 2025 | 187,300 | 188,430 | +0.6 |

The Solano City and County Planners Group discussed these projections at their January 22, 2003 meeting. Although they are not exactly consistent with each of the cities and county general plans, the planners commented that they are substantially improved from earlier drafts and most planners found these revised numbers acceptable. The draft Projections 2003 are attached for each Solano County jurisdiction. All comments must be submitted to ABAG no later than **February 7, 2003**.

Recommendation:

Informational

Attachment: A. Draft "Projections 2003: A Smart Growth Forecast"

DEC 23 2002

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

Date: December 20, 2002
 To: Planning Directors and Interested Parties
 From: Paul Fassinger, ABAG Research Director
 Re: Commenting on **Projections 2003: A Smart Growth Forecast**

Enclosed is the draft Projections 2003 forecast. It is based on a different set of assumptions than previous Projections. Namely, incentives and regulatory changes will be adopted over time that will promote overall housing construction and more transit-oriented development. Therefore, it is important to provide some guidance on your comments for this new forecast.

In the past, cities have made comments if they found the forecast was inconsistent with an existing general plan or the city's recent historical growth patterns. Given the assumption that some significant changes in the regulations and incentives provided by government will occur, those comments – while still important – may not be sufficient to warrant a change in the forecast.

We are happy to adjust the forecast as a result of better information. However, the comments should be generally consistent with the policy changes we have described. We are interested in substantive information that can improve these estimates. Before making your comments, you might consider some of the following factors:

- Could the development of second units in some existing structures provide the potential needed for the forecast?
- Given the long-term nature of the forecast, could development that seems out of place in existing neighborhoods today become appropriate given the changes we expect over the next 20 years?
- Could higher densities in an area be acceptable if the right design elements are created or some other assumed mitigation applied?

In order to make substantive comments, information about local zoning and general plans as well as recent historical trends are still useful. After all, policy changes are not expected for a number of years. However, for the period 2010-2030, comments might need to focus on:

- Reasonable alternatives in your community that are consistent with smart growth/transit-oriented policies.
- Recent construction that bears on the feasibility of the forecasted growth levels.
- Comments that suggest changes to the pattern of growth and yet still produce similar totals by the end of the forecast period.



Finally, the forecast presented here is different than the results from the Smart Growth public workshops.

The local review period will end on February 7, 2003. We welcome your review and strongly encourage written comments. They should be addressed to:

Paul Fassinger, Research Director
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604

Specific questions should be directed to the following individuals:

Population and Household Forecasts
(Alameda, Contra Costa, San Mateo,
Santa Clara Counties)

Hing Wong
(510) 464-7966
hingw@abag.ca.gov

Population and Household Forecasts
(Marin, Napa, San Francisco, Solano,
and Sonoma Counties)

Brian Kirking
(510) 464-7996
briank@abag.ca.gov

Employment Forecasts
(All Counties)

Paul Fassinger
(510) 464-7928
paulf@abag.ca.gov

After comments have been received and reviewed, the draft Projections 2003 forecast will be sent to the Executive Board for approval. If adopted, each member government will receive a complimentary copy of this forecast. We look forward to hearing from you and appreciate your comments.

| SUBREGIONAL STUDY AREA | TOTAL POPULATION | | | | | | |
|------------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
| BENICIA** | 26,928 | 28,000 | 28,600 | 29,600 | 30,300 | 30,600 | 31,200 |
| DIXON** | 16,180 | 19,600 | 22,400 | 26,100 | 29,200 | 32,200 | 34,300 |
| FAIRFIELD** | 96,545 | 108,400 | 117,600 | 127,200 | 133,800 | 139,400 | 144,700 |
| RIO VISTA** | 4,715 | 8,600 | 12,600 | 15,500 | 17,500 | 18,100 | 18,500 |
| SUISUN CITY** | 26,640 | 29,300 | 31,600 | 33,800 | 34,700 | 35,400 | 36,100 |
| VACAVILLE** | 89,304 | 100,600 | 110,100 | 118,100 | 122,400 | 124,300 | 126,800 |
| VALLEJO** | 119,917 | 130,000 | 135,100 | 145,100 | 152,200 | 160,500 | 169,000 |
| REMAINDER | 14,313 | 15,700 | 16,700 | 16,700 | 16,700 | 16,700 | 16,700 |
| SOLANO COUNTY | 394,542 | 440,200 | 474,700 | 512,100 | 536,800 | 557,200 | 577,300 |

*CITY

**CITY SPHERE OF INFLUENCE

***URBAN SERVICE AREA

****OTHER SUBREGIONAL AREA

| SUBREGIONAL STUDY AREA | HOUSEHOLD POPULATION | | | | | | |
|------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
| BENICIA** | 26,874 | 27,900 | 28,500 | 29,500 | 30,200 | 30,500 | 31,100 |
| DIXON** | 16,139 | 19,600 | 22,400 | 26,100 | 29,200 | 32,200 | 34,300 |
| FAIRFIELD** | 92,255 | 104,000 | 113,200 | 122,800 | 129,400 | 135,000 | 140,300 |
| RIO VISTA** | 4,713 | 8,600 | 12,600 | 15,500 | 17,400 | 18,000 | 18,400 |
| SUISUN CITY** | 26,546 | 29,200 | 31,500 | 33,700 | 34,600 | 35,300 | 36,000 |
| VACAVILLE** | 80,086 | 91,300 | 100,800 | 108,800 | 113,000 | 114,900 | 117,400 |
| VALLEJO** | 118,119 | 128,200 | 133,300 | 143,300 | 150,400 | 158,700 | 167,200 |
| REMAINDER | 13,836 | 15,200 | 16,200 | 16,200 | 16,200 | 16,200 | 16,200 |
| SOLANO COUNTY | 378,568 | 424,000 | 458,500 | 495,900 | 520,400 | 540,800 | 560,900 |

*CITY

**CITY SPHERE OF INFLUENCE

***URBAN SERVICE AREA

****OTHER SUBREGIONAL AREA

| SUBREGIONAL STUDY AREA | HOUSEHOLDS | | | | | | |
|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
| BENICIA** | 10,352 | 10,570 | 10,830 | 11,290 | 11,540 | 11,760 | 11,980 |
| DIXON** | 5,102 | 6,060 | 6,950 | 8,150 | 9,180 | 10,180 | 10,860 |
| FAIRFIELD** | 30,995 | 34,230 | 37,350 | 40,800 | 43,170 | 45,380 | 47,180 |
| RIO VISTA** | 1,940 | 3,450 | 5,100 | 6,300 | 7,080 | 7,380 | 7,560 |
| SUISUN CITY** | 8,158 | 8,790 | 9,500 | 10,240 | 10,560 | 10,860 | 11,060 |
| VACAVILLE** | 28,351 | 31,650 | 35,040 | 38,100 | 39,700 | 40,700 | 41,600 |
| VALLEJO** | 40,608 | 43,160 | 45,020 | 48,720 | 51,340 | 54,560 | 57,500 |
| REMAINDER | 4,897 | 5,270 | 5,630 | 5,630 | 5,630 | 5,630 | 5,630 |
| SOLANO COUNTY | 130,403 | 143,180 | 155,420 | 169,230 | 178,200 | 186,450 | 193,370 |

*CITY

**CITY SPHERE OF INFLUENCE

***URBAN SERVICE AREA

****OTHER SUBREGIONAL AREA

| SUBREGIONAL STUDY AREA | EMPLOYED RESIDENTS | | | | | | |
|------------------------|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
| BENICIA** | 14,078 | 15,000 | 16,120 | 16,830 | 17,570 | 18,550 | 18,950 |
| DIXON** | 6,872 | 8,520 | 10,250 | 12,040 | 13,890 | 15,910 | 17,020 |
| FAIRFIELD** | 44,533 | 51,330 | 58,750 | 64,270 | 69,490 | 75,530 | 78,530 |
| RIO VISTA** | 1,792 | 3,330 | 5,160 | 6,380 | 7,320 | 7,910 | 8,080 |
| SUISUN CITY** | 11,390 | 12,810 | 14,520 | 15,680 | 16,510 | 17,540 | 17,870 |
| VACAVILLE** | 40,057 | 46,670 | 54,200 | 59,040 | 62,910 | 66,740 | 68,220 |
| VALLEJO** | 53,504 | 59,350 | 64,920 | 70,380 | 75,730 | 83,240 | 87,650 |
| REMAINDER | 7,291 | 8,190 | 9,180 | 9,180 | 9,180 | 9,180 | 9,180 |
| SOLANO COUNTY | 179,517 | 205,200 | 233,100 | 253,800 | 272,600 | 294,600 | 305,500 |

*CITY **CITY SPHERE OF INFLUENCE ***URBAN SERVICE AREA ****OTHER SUBREGIONAL AREA

| SUBREGIONAL STUDY AREA | TOTAL JOBS | | | | | | |
|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
| BENICIA** | 11,670 | 12,050 | 12,930 | 13,280 | 13,290 | 13,350 | 13,460 |
| DIXON** | 4,660 | 5,160 | 5,660 | 6,530 | 6,540 | 7,170 | 7,370 |
| FAIRFIELD** | 42,160 | 44,850 | 48,800 | 54,330 | 57,810 | 63,170 | 70,170 |
| RIO VISTA** | 2,080 | 2,260 | 2,510 | 2,860 | 3,850 | 4,830 | 5,970 |
| SUISUN CITY** | 4,000 | 4,390 | 5,320 | 6,400 | 6,650 | 7,110 | 7,260 |
| VACAVILLE** | 25,470 | 28,220 | 31,350 | 33,690 | 36,530 | 40,650 | 44,430 |
| VALLEJO** | 32,210 | 35,730 | 39,180 | 42,530 | 46,690 | 51,130 | 55,000 |
| REMAINDER | 960 | 980 | 1,020 | 1,020 | 1,020 | 1,020 | 1,020 |
| SOLANO COUNTY | 123,210 | 133,640 | 146,770 | 160,640 | 172,380 | 188,430 | 204,680 |

*CITY

**CITY SPHERE OF INFLUENCE

***URBAN SERVICE AREA

****OTHER SUBREGIONAL AREA

Preliminary Economic and Demographic Analysis Policy-based Projections 2003

Association of Bay Area Governments
December 2002

Attached are the preliminary long-term economic and demographic projections for Subregional Study Areas in the San Francisco Bay Region. Policy-based **Projections 2003** will be officially released after approval by the ABAG Executive Board. The base year for the Projections is 2000 and the forecast extends in 5-year increments to 2030.

Policy-based Projections

Unlike previous Projections forecasts, land use policies that help to shape this Projections have come from a smart growth vision of the region and smart growth policies adopted by the Executive Board. This forecast does not represent existing general plan capacities. Assumed policy changes also result in higher regional housing production and additional higher density housing near transit. The policy-based Projections suggest a regional shift toward better job/housing balance, preservation of open space, and development focused in urban and transit accessible areas.

Caveat for Small Area Projections

Realistically, small area projections are more difficult to produce. Therefore, we recognize that these estimates of local growth could substantially change over time at the community level.

REGIONAL HIGHLIGHTS:

Economic Growth

Employment estimates are similar to **Projections 2002** with some exceptions.

- Employment in 2005 and 2010 is reduced in Marin, San Francisco, San Mateo, and Santa Clara Counties in recognition of slower economic growth than previously forecasted.
- Between 2015 and 2030, regionwide jobs are somewhat higher as a result of changes in population trends and housing production.

Population

Policy-based **Projections 2003** includes Census 2000 population and household counts for the base year. The regional trend for future years is higher than in **Projections 2002** because we have concluded that Smart Growth policy changes will result in the region producing 5,000 additional housing units annually between 2010 and 2020, and 7,500 additional units annually between 2020 and 2030. The intent and premise of these increased targets is that a percentage of workers commuting into the region will be housed within the region.

Identification of Subregional Study Areas

The asterisks geographically identify each community in the attached forecast as follows:

- * City
- ** City Sphere of Influence
- *** Urban Service Area
- **** Other Subregional Study Area

In most cases, the Subregional Study Areas correspond to the Local Agency Formation Commissions' adopted spheres of influence as of 2002. In some cases urban service areas have not been adopted, city boundaries are usually used to define the study area. Other subregional study areas represent proposed city LAFCO spheres; the city and part of its LAFCO sphere (e.g., Daly City includes that part of the city which is within Brisbane's sphere); city planning area; unincorporated urban places outside city spheres; or unincorporated rural areas with significant concentrations of populations, households or jobs. The "remainder" areas in seven counties (all except San Francisco and Sonoma) correspond to the remaining unincorporated territory outside all other Subregional Study Areas.

ABAG'S POLICY-BASED PROJECTIONS 2003: QUESTIONS & ANSWERS FACT SHEET

1. WHAT IS THE BASIS OF ABAG'S NEWEST PROJECTIONS?

Policy-based Projections are the new set of forecast for future population, household, and employment growth. The Smart Growth Strategy Regional Livability Footprint Project forecast is based from the Smart Growth Policies adopted by the ABAG Executive Board.

Supply Side Information

In previous Projections, information on vacant or underused land and local development policies served as a primary supply side input to *Projections*. This information was collected from local jurisdictions on regular intervals.

The Smart Growth Vision – developed through a region-wide series of workshops – and Smart Growth Policies adopted by the ABAG Executive Board serve as the basis for this policy-based Projections. The Vision and Smart Growth Policies suggest a change in the development pattern of the region. The change would represent a shift towards development along transportation corridors and in urbanized areas. The intent is to create a better jobs/housing balance, preserve open space and agricultural lands, and provide more housing opportunities.

Demand Side Information

ABAG's forecasts also involve a set of assumptions about the Bay Area and national economies, the labor force, demographic changes, transportation, etc. These factors drive the demand side of the *Projections* process. The Smart Growth Vision and Policies are intended to affect the demand parameters as well. Following is a list of major inputs:

National Economic Inputs

- + annual growth rate of GNP by industry sector
- + commercial interest rate

Regional Economic Inputs

- + growth rates in exports by industry sector
- + mortgage interest rate
- + price of energy
- + output per worker by industry sector
- + consumer spending by industry sector
- + real growth in capital spending by industry sector
- + commercial interest rate
- + availability of incentives created through the Smart Growth project

Regional Demographic Inputs

- + growth in labor force participation
- + fertility rates
- + changes in household size
- + commuter characteristics
- + focus on urban and transit corridor development that concentrates demand to specific land

These assumptions drive the projected region wide growth. Countywide forecasts are prepared using a model that considers historical growth trends and relationships between employment sectors. Once the county growth forecasts are obtained, the county total is 'allocated' to jurisdictions based on a new set of policy-based Projections that uses smart growth trends.

2. WHAT ARE THE *PROJECTIONS* INTENDED TO REPRESENT?

The forecasts are intended to represent expected growth for the region to the year 2030 assuming Smart Growth Policies. They represent a modified Smart Growth forecast that moves towards the Vision developed by a group of regional agencies and adopted by the ABAG Executive Board in 2002. Subregional forecasts should not be interpreted as either a floor or a ceiling on growth. The best predictive capacity of the *Projections* is for the region as a whole, followed by the county-level *Projections*. Sub-county and small area *Projections* are subject to considerable uncertainty, particularly in areas undergoing rapid or unanticipated changes.

3. WHY DON'T ABAG'S NUMBERS MATCH THOSE IN LOCAL PLANS?

Local General Plans document the goals, policies, and objectives of local jurisdictions – as such, they are often described as the constitution of the local planning process. Moreover, they contain a vision of a desirable future for the local area. But individual local plans are not a forecast of local development. They do not necessarily reflect economic conditions or the subregional ability as well as pressure to absorb new development. For example, local plans – if taken together – often include a higher level of job-producing land uses than can be realistically absorbed at a subregional level. That has always been the case with the *Projections* forecasts. Moreover, the general policies on which **Projections 2003** is based assume that there may be changes in regulations and incentives as well as in local general plans.

4. WHY DOES ABAG TYPICALLY USE THE SPHERE OF INFLUENCE AS ITS PLANNING AREA?

The incorporated limits for many cities are subject to relatively frequent change. The current *Projections* series extends out to the year 2030. Therefore, the *Projections* must reflect the long-term boundaries of the jurisdiction. The sphere of influence (SOI), as established by the LAFCO, is defined as “the probable ultimate physical boundaries and service area of a local agency or district.” As such, the SOI is often the most logical geographic area to use for future *Projections*. In **Projections 2003**, we will also be providing an alternative description of the forecast based on current city boundaries.

5. WHAT IMPLICATIONS ARE ASSOCIATED WITH THE *PROJECTIONS*?

- State directive stipulates that the regional planning agencies' *Projections* can be used to identify needed levels of construction for sewage treatment plants, transportation facilities, and other capital facilities;
- The Metropolitan Transportation Commission (MTC) and the countrywide congestion management agencies (CMAs) use ABAG's economic-demographic *Projections* in developing their travel demand forecasts (which in turn, are used to prioritize transportation improvements);
- The *Projections* must serve as the basis for congestion management and air quality planning purposes;
- The *Projections* are used for planning purposes by government and private entities needing a sense of future conditions; and
- The *Projections* influence the Housing Needs Determination (discussed below).

6. WHAT IS THE RELATIONSHIP BETWEEN THE *PROJECTIONS* AND ABAG'S HOUSING NEEDS DETERMINATIONS?

Jurisdictions often ask how the *Projections* will affect their housing needs allocation. Under state mandate, ABAG has the responsibility to identify housing needs targets for use in preparing local housing elements. The *Housing Needs Determinations* are separate and distinct from the *Projections*; however, the near-term household growth forecasts will be an important component in assigning the housing “growth” need.



DATE: January 28, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Transportation Improvement Program (TIP) Conformity Status

Background:

On November 13th, the lawsuit that challenged EPA's finding that the Motor Vehicle Emissions Budget (MVEB) is adequate to "conform" to federal air quality standards was dismissed by the Ninth Circuit Court. However, the Court did not lift the "stay" that has prevented MTC from approving the 2003 TIP. MTC developed an "Interim" TIP that includes projects that do not have an impact on air quality (exempt projects) and projects necessary to meet Transportation Control Measures (TCMs). On November 12th, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) partially approved the Interim TIP. Over 1,000 air quality "exempt" projects were approved, but the projects to support TCM 2 (e.g., park and ride lots) and HOV lane expansion projects were not included.

Discussion:

On December 24th, the Ninth Circuit Court lifted the "stay" against the EPA's emissions budget, which was put in place on July 25th and was the action that prevented MTC from approving the 2003 TIP. Anticipating this ruling, MTC published the original 2003 TIP on December 13th for public comment. A Public Hearing will be held on January 8th and MTC unanimously adopted the original 2003 TIP at its regularly scheduled meeting on January 22, 2003. The 2003 TIP was immediately forwarded to Caltrans, FHWA and FTA for approval. Approval of the 2003 TIP will allow all projects to move forward, not just the air quality exempt projects that were approved in the Interim TIP. MTC expects all necessary Federal approvals by early February 2003.

Recommendation:

Informational.



DATE: January 28, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Highway Projects Status Report
1) I-80/I-680/SR 12 Interchange
2) North Connector
3) I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7
4) I-80/I-680/I-780 Transit Corridor Study
5) Caltrans Auxiliary Lanes Project
6) Highway 37
7) Highway 12 (Jameson Canyon and 12/29 Interchange)
8) Highway 12 (East)
9) I-80 Widening (Dixon to Vacaville)

Background:

Governor Gray Davis has recommended a number of budget cuts that have a direct impact on transportation and potentially on transportation projects within Solano County. In December, the governor recommended that transfers from the General Fund to the Transportation Congestion Relief Program (TCRP) be suspended for the remainder of FY 2002-03 and for all of FY 2003-04. The TCRP funds the I-80/I-680/SR 12 environmental studies, the purchase of a ferry, and local streets and roads improvements. Because of the governor's proposal and the unknown impact the State budget deficit may have on the State Highway Account (SHA), the California Transportation Commission (CTC) placed a moratorium on allocations of new funds to any project until April 2003. The CTC is gathering information from all regions of the State in an effort to develop a strategy for allocating funds to projects.

Discussion:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The current State budget deficit potentially jeopardizes projects receiving State funding. The status of funds for the following projects could change depending on actions by the Legislature and governor and policies developed by the CTC for allocation funds from the State Highway Account.

1) I-80/I-680/SR 12 Interchange PA/ED. The environmental phase of this project is totally funded by a TCRP grant (\$8.1M) and funds have been allocated by the CTC. A joint venture of MTCo/Nolte was selected for the I80/680/12 Interchange PA/ED. The kick-off meeting for project was held on October 17, 2002 and work is underway. The study to evaluate the truck scales relocation is also included in this project and is underway. The truck scales relocation study is scheduled for completion in Spring 2003. The PA/ED phase of this project will not be complete until late 2006.

2) *North Connector PA/ED*. The environmental phase of this project is also totally funded by a TCRP grant (\$2.7M) and funds have been allocated by the CTC. Korve Engineering was selected for the PA/ED phase for the North Connector. The kick-off meeting for the project was held in conjunction with the Interchange project on October 17, 2002 and work is underway. The Environmental Scoping Meeting is scheduled for March 6, 2003. The PA/ED phase of this project is scheduled for completion in December 2004.

3) *I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7*. This project is funded with a State Planning and Research (SP&R) grant for \$300,000, STIP Planning, Programming and Monitoring (STIP-PPM) funds for \$60,700, and Federal Surface Transportation Program (STP) funds for \$380,000. The STIP-PPM funds and STP funds are available; however, STA is waiting on receipt of the SP&R funds to initiate the study. Korve Engineering, Inc. was selected to complete this last phase of the I-80/680/780 Corridor Study. The operational analysis part of this study and will facilitate integrating all segments of the corridor into a final summary document that recommends project phasing for the whole corridor, emphasizing lane balance throughout the corridor, not just in individual segments. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study (see below) and the Truck Scales Relocation Study into recommendations for the corridor. The study is scheduled to start in February 2003.

4) *I-80/I-680/I-780 Transit Corridor Study*. This project is funded with a State Planning Congestion Relief Program (PCRCP) grant for \$275,000; however, STA is waiting on receipt of the PCRCP funds to initiate the study. Wilbur Smith Associates was selected to complete the I-80/680/780 Transit Corridor Study, a complementary study to the highway corridor study. The Transit Corridor Study will evaluate transit needs for the entire interstate corridor and develop detailed, multi-modal implementation strategies and cost estimates along the entire corridor. The study is scheduled to start in early 2003 and will be closely coordinated with the I-80/680/780 Corridor Study.

5) *Caltrans Auxiliary Lanes Project*. Caltrans is the project manager for this project. It is funded through the Interregional Transportation Improvement Program (ITIP) for \$19M. Design for this project was completed in November 2003 with a proposed construction start in Spring 2003; however, this project was not included in the Interim TIP and could not proceed. Approval of the 2003 TIP will allow this project to proceed to construction in Summer 2003 if funds are allocated by the CTC. This project adds one lane in each direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions.

6) *Highway 37*. Phase 2 is under construction and proceeding on schedule. Phase 3 will complete the four-lane freeway from the end of Phase 2 and construct an interchange at the SR37/29 intersection. The project is fully funded with \$62M in ITIP and STIP funds that have been allocated by the CTC. The contract for the work on Phase 3 was awarded in December 2002 and construction is scheduled to start in February 2003. A \$5.4M claim has been filed for additional work and differing site conditions on the sewer work previously completed. Resolution of this claim is in arbitration.

7) *Highway 12 (Jameson Canyon and 12/29 Interchange)*. Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds have been allocated by the CTC; however, this project has been identified for potential deprogramming of funds. The environmental phase of this project is being coordinated with efforts for the I-80/680/12

Interchange and the North Connector projects to ensure consistency of the three environmental documents.

8) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. Two of the projects provide profile improvements and shoulder widening to correct safety deficiencies. These projects are in the preliminary design phase. The third project to replace the Round Hill Creek Bridge is complete except for minor items.

9) *I-80 Widening (Dixon to Vacaville)*. The project is in the PA/ED phase with Caltrans. The environmental and design phases of this project are funded with \$9M in ITIP funds; however, this project has been identified for potential deprogramming of funds. A Value Analysis report was distributed in October for review by Dixon, Vacaville, Solano County and the STA. Comments provided by all of these agencies are in review by Caltrans.

Recommendation:

Informational.



DATE: January 27, 2003
 TO: STA Board
 FROM: Robert Guerrero, Associate Planner
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA members during the next few months. Also attached are summary fact sheets for each program.

| <u>Fund Source</u> | <u>Application Available From</u> | <u>Applications Due</u> |
|---|--|--|
| 2003-2004 Yolo Solano Air Quality Management District Clean Air Program | Jim Antone, YSAQMD (530) 757-3653 | Preliminary Applications due to STA/YSAQMD Pre-Screening Subcommittee on February 6, 2003 Final Applications due to YSAQMD on February 21, 2003 |
| 2003-2004 Elderly and Disabled Transit (Section 5310) Program | Kate Miller, MTC (510) 464-7722 | Final applications due to STA, Caltrans, and MTC on February 26, 2003 |
| 2003-2004 Solano Transportation Fund for Clean Air (TFCA) Program | Robert Guerrero, STA (707) 424-6014 | March 3, 2003 |
| Active Living Policy and Environmental Studies (ALPES) Grant Program | Robert Wood Johnson Foundation | May 16, 2003 |



FUNDING OPPORTUNITY:

2003-04 YSAQMD Clean Air Funds Program

Applications were sent out by the YSAQMD in January 2003
Draft Applications Due to the STA/YSAQMD Screening Committee on February 6, 2003
Final Applications due to YSAQMD on February 21, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and County of Solano.

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

Funding Available: Approximately \$270,000 was available in 2002/03, however, funding amounts for 2003/04 is expected to be less (\$130,000 to \$160,000) since the YSAQMD will have to contribute funds to the new State Implementation Plan (SIP) for the SACOG region.

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

Further Details: Applications were made available in January 2003. Solano Clean Air Applications will be reviewed by a pre-screening committee consisting of STA Board members and Board members from the YSAQMD before they are formally submitted to the Air District for approval.

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

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



FUNDING OPPORTUNITY:

2003-2004 Elderly and Disabled Transit (Section 5310) Program

Applications Due February 26, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Private non-profit organizations and public agencies under certain circumstances.

Program Description: This program is designed to provide funding for purchasing accessible vans and buses or other transportation related equipment to serve individuals with special needs. Agencies are eligible to receive up to 80 percent of the purchase price for vehicles and equipment.

Funding Available: Approximately \$8.5 million will be made available statewide on a competitive basis. A local match is required.

Eligible Projects: Eligible projects include bus or van purchase/replacement and computer or radio equipment purchase/replacement.

Further Details: The STA's PCC will score applications for this program in March 2003 and forward their recommendations to MTC. MTC will then review the PCC scores and forward a recommendation to Caltrans in March 2003.

Program Contact Person: Kate Miller, MTC, (510) 464-7722

STA Contact Person: Jennifer Tongson, Projects Assistant, (707) 424-6013.
jtongson@STA-SNCI.com



FUNDING OPPORTUNITY:

**2003-2004 Solano Transportation Fund
for Clean Air Program
(40% Program Manager Funds)**

Applications Due: March 3, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and colleges in south Solano County are eligible.

Program Description: This program provides grants to local agencies for clean air projects.

Funding Available: Approximately \$340,000 is available for FY 2003-04.

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

Further Details: Contact the Solano Transportation Authority for application material, program guidelines, and any other additional information about the Solano Transportation Fund for Clean Air.

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

Active Living Policy and Environmental Studies Grant Program (ALPES)

Final applications due May 16, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Active Living Policy and Environmental Studies 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: Local, state or regional agencies. Health Care coalitions, local advocacy groups, parks and recreation agencies, churches and community centers, as well as other nonprofit or government agencies can apply in partnership with appropriate local, state or regional government agency.

Program Description: The ALPES research program is designed to identify and evaluate environmental factors and policies with a potential to substantially increase levels of physical activity in communities among Americans of all ages, incomes and ethnic backgrounds.

Funding Available: \$3.5 million is available for research grants. The maximum grant amount per project will be \$600,000 over three years.

Eligible Projects: Projects that exam community design variables that have been proposed to contribute to physical activities such as accessibility to destinations (schools, transit facilities, etc.), functionality of pedestrian and bicycle infrastructure, and safety from traffic and crime. See program website for a comprehensive summary of eligible projects.

Further Details: More information is available at www.rwjf.org. Preliminary proposals can be submitted online at www.alpes.ws.

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