



Board Meeting
Board of Supervisors Chambers
October 8, 1997
6:00 p.m.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 429-2894

Members:

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

Martin Tuttle
Executive Director

MEETING NOTICE

October 8, 1997

Note special location of this STA Board Meeting following the 4:30 p.m. MTC Unmet Needs Hearing

Solano County Board of Supervisors Chambers
580 Texas Street
Fairfield, CA
6:00 p.m.

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY

Develop and implement a vision for transportation that, while recognizing the diverse nature of the County, supports economic development and ensures quality of life in Solano County.

ITEM

- 1.0 Call to Order - Confirm Quorum
- 2.0 Approval of Agenda
- 3.0 Executive Director's Report
- 4.0 Comments/Update from Staff, Caltrans, and MTC
- 5.0 Opportunity for Public Comment
- 6.0 CONSENT AGENDA (Any consent item can be pulled for discussion)
- 6.1 Minutes of Meeting of September 17, 1997. Page 19
- 6.2 Draft minutes of September 24, 1997 TAC meeting. Page 21
- 6.3 Appointment of New Member to Paratransit Coordinating Council. Page 27 (Matt Todd)
- 6.4 Resolution Supporting CHP Enforcement and Education Program for Highway 12. Page 31 (Dan Christians)
- 6.5 Project Development Funding for Suisun/Fairfield Rail Station. Page 35 (Martin Tuttle)
- 6.6 Federal Funding Agreement for Peabody/Cement Hill/Vanden Road Intersection. Page 37 (Kim Kloeb)

7.0 ACTION ITEMS: FINANCIAL

- 7.1 Projects for 1998 State Transportation Improvement Program (STIP). Page 39 (Martin Tuttle)**
- 7.2 1998-99 Transit Capital Improvement (TCI) Program. Page 47 (Kim Kloeb)**
- 7.3 1996-97 STA Audit. Page 53 (Martin Tuttle)**

8.0 ACTION ITEMS: PUBLIC HEARING

- 8.1 Resolution Determining Compliance with 1995 CMP and Approving 1997 CMP. Page 55 (Dan Christians)**

9.0 INFORMATION ITEMS: NO ACTION NECESSARY

- 9.1 Board Members Comments**
- 9.2 Adjourn (Next Meeting: November 12, 1997)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

October 8, 1997
Agenda Item 3.0

Area Code 707
422-6491 ♦ Fax 429-2894

MEMORANDUM

DATE: September 30, 1997
Members: TO: STA Board
FROM: Martin Tuttle *M.T.*

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

RE: EXECUTIVE DIRECTOR'S REPORT

Martin Tuttle
Executive Director

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 on this month's Board agenda.*

SolanoLinks: The STA's press conference on September 17 announcing the formation of the Intercity Transit Consortium and SolanoLinks map/brochure drew comprehensive media coverage, including the *S.F. Chronicle*, *Contra Costa Times* and all of the Solano newspapers (see attachments #1). The Consortium's first meeting is October 29.

BART Strike: The eight-day strike increased activity for Solano's intercity buses, Vallejo's Baylink ferry boats and Solano Commuter Information. Positive note -- Baylink ridership now exceeds prestrike levels as many former BART passengers are staying with the ferry as their commute choice.

***1996/97 Audit:** The STA's independent auditor, Macias, Gini and Company, has completed their field review of our accounting and budget procedures for the past fiscal year. Staff recommends transferring the identified carry over funding (\$99,549) for project development purposes over the current and 1998/99 fiscal year.

New Benicia-Martinez Bridge project: At their September 18 meeting, the California Transportation Commission approved the additional funding (\$17.3 million) supported by the STA for the project to accommodate rail transit and the additional spacing between the new bridge and existing railroad as required by the U.S. Coast Guard. Construction is still scheduled to begin in mid-1998 on the southern approach.

***1998 State Transportation Improvement Program (STIP):** The county bid target is \$31.6 million and final STA recommendations are due to MTC on October 9. The funding choices will be made from the three eligible projects on the Board-approved draft bid list (Highway 37 project shortfall, Highway 37/29 interchange and I-80 Reliever Route). We hope to know the outcome of SB 45 (see below) and District 4's strategy on the possible use of Caltrans' discretionary funds in Solano prior to the October meeting.

Citylink: The STA's contract with Yolobus to operate Citylink Route 30 (Fairfield-Vacaville-Dixon-Davis) by Yolobus with a clean air bus was executed on September 24 and becomes effective on October 6.

Executive Director's Report, Page two

Capitol Corridor: The CCJPB is scheduled to meet during the morning of October 8 to consider the long awaited management transfer agreement. The state's most recent concern (liability insurance) appears to be resolved.

Resurfacing projects: Kudos to project sponsors (Fairfield, Vacaville and Solano County) for successfully advancing the road resurfacing projects that had to be authorized by the expiration of ISTEA on September 30. See attachment 2.

ISTEA reauthorization: The House Transportation and Infrastructure Committee approved a six-month extension of ISTEA on September 24, with the notion of debating a six-year funding next year. We are continuing to work with Congressman Riggs' staff on the STA's supported project earmarks. See attachment 3.

SEDCORP Transportation Action Team: SEDCORP completed its initial public opinion survey on transportation projects. Intercity transit (commuter rail, ferry and express bus services) and traffic safety projects ranked well above road projects among those surveyed. A followup poll will be conducted in mid-October.

Legislative Update - The following bills have been approved by the Legislature and are pending on the Governor's desk. The Governor must act on the bills prior to October 12, or they automatically become law.

STIP Reform (SB 45): The comprehensive STIP reform legislation shortens the length of the existing seven-year STIP to a four-year program (except the 1998 STIP will be six years to ease the transition) and consolidates several funding programs into three programs. If the bill is enacted into law, the current 1998 STIP process would be restarted under the bill's new policies. The Governor is reportedly inclined to sign the bill. See attachment #4.

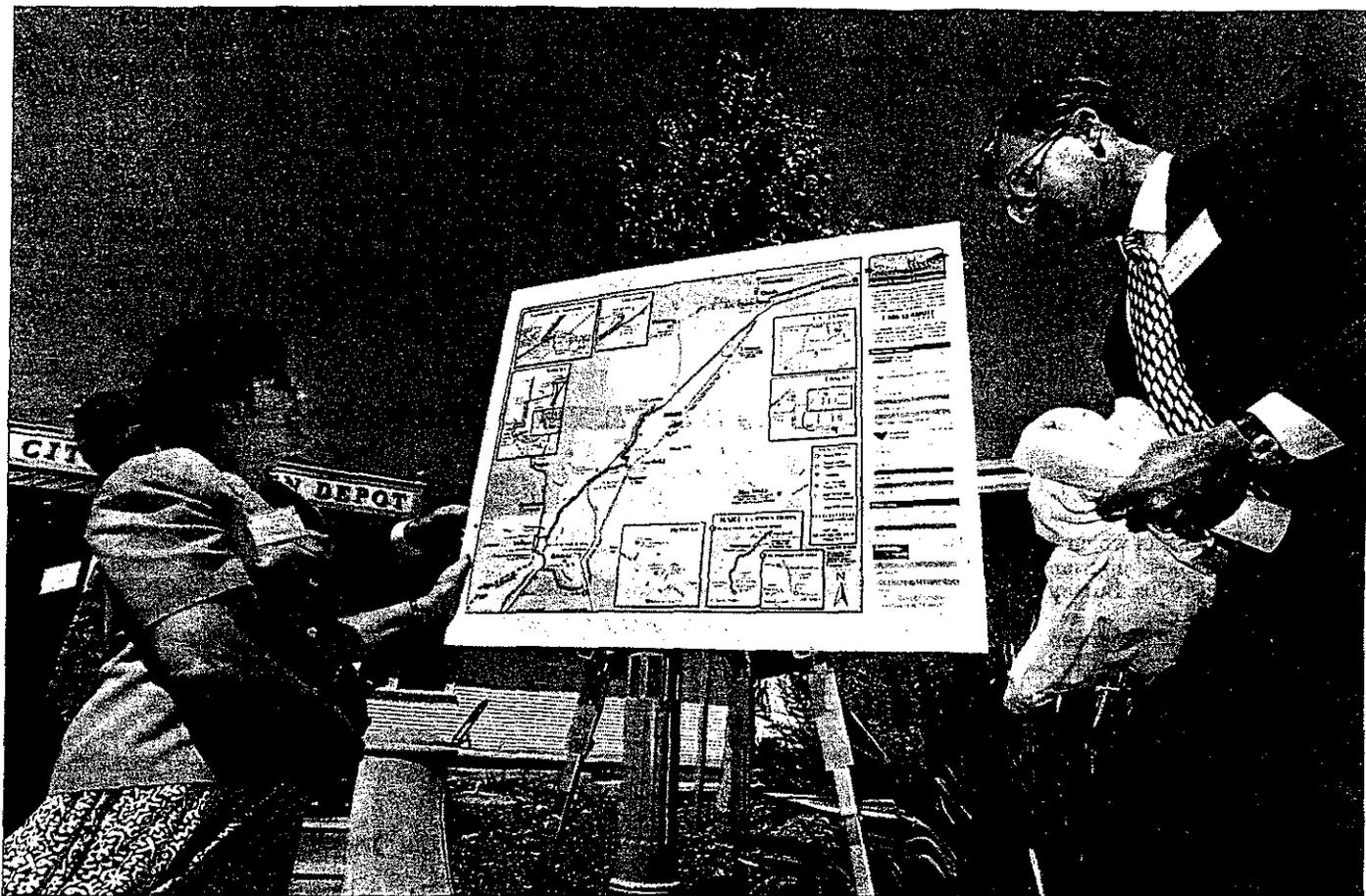
Regional Gas Tax (AB 595): Assemblywoman Valerie Brown's bill to authorize up to 10 cents per gallon fuel tax in the Bay Area counties, subject to voter approval, squeaked by the full Senate 22-11 on September 2 and had some bipartisan support when it was adopted by the Assembly. It is unclear if the Governor will sign the bill.

Highway 12 (AB 827): The bill by Assemblywoman Helen Thomson to create a double fine enforcement zone on Highway 12 from Suisun City to Lodi is expected to be signed into law.

Other bills -

Bike Route (AB 930): The STA-sponsored bill to appropriate PVEA funds for the Dixon-Davis Bike Route died in the Assembly Appropriations Committee.

Helen Madere Memorial Bridge: Assemblywoman Thomson is expected to introduce the legislation requested by the STA and City of Rio Vista to rename the Rio Vista Bridge in honor of the late Helen Madere in January.



Charlotte Schmid-Maybach/DAILY REPUBLIC

Helen Thomson, left, and Steve Lessler unveil the new Solano Transit map during the consortium meeting Wednesday.

Transit consortium a reality

By Charles Levin
DAILY REPUBLIC

(9.18.97)

SUISUN CITY — Regional transit officials on Wednesday announced a new committee to better coordinate Solano County's transportation needs.

The SolanoLinks consortium brings together seven bus systems and two local agencies under one umbrella to integrate service and schedules.

The payoff, officials hope, will be increased use of public transit and reduced congestion on major Solano County roads.

About 70 people, mostly city and county staff and elected officials, gathered at the Suisun City Main Street Depot to celebrate the consortium's debut.

The first order of business was unveiling a map that showed Solano-based intercity bus connections between Sacramento and the Bay Area. Future plans would look at

integrating schedules and services with other parts of the Bay Area, including the proposed BART station at San Francisco International Airport, said Suisun City Mayor Jim Spering, chair of the nine-county Metropolitan Transportation Commission.

The consortium will also expand Solano Commuter Information's help line, (800) 53-KMUTE, to include transit schedule information. The map is available by calling this number.

Officials hope for a 10 percent increase in intercity transit ridership in the first year, said Dan Christians, senior planner with the Solano Transportation Authority.

Other consortium goals include developing a 5-year transit plan for intercity routes; a 10-year plan for paratransit services; and sponsoring community events.

Eliminating overlapping routes is also a possibility, Spering said.

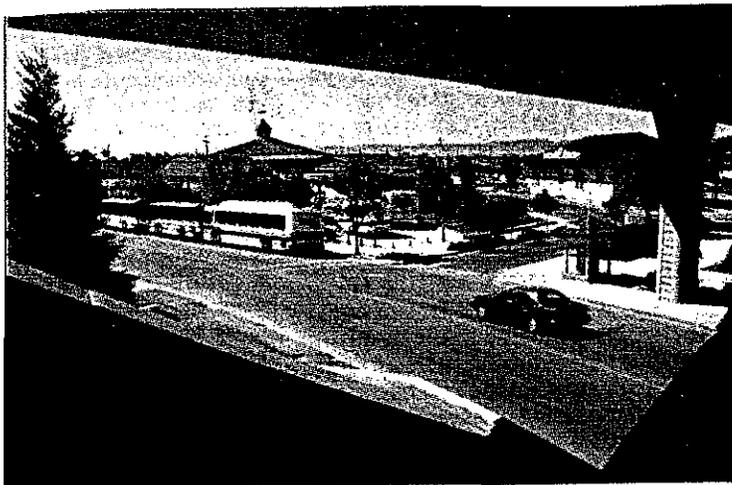
The consortium will meet monthly, said Steve Lessler, a Fairfield councilman and authority chair.

Rapid growth of housing and industry coupled with consistent predictions of glutted freeway traffic on Interstate 80 in Solano County have spurred the consortium's formation.

"This is absolutely proactive," Spering said.

Participating agencies include Fairfield-Suisun Transit, Benicia Transit, Dixon Transit, Rio Vista Transit, Vacaville City Coach, Vallejo Transit, Solano Commuter Information and the Solano Transportation Authority.

An advisory committee will include members from MTC, CART, Capitol Corridor, Napa Valley Transit, Yolo County Transportation District and the Yolo-Solano and Bay Area air quality management districts.



Times-Herald/David Pacheco

TRANSIT HUB: The Suisun City Amtrak station was the site of Wednesday's SolanoLinks announcement.

By the numbers, transit made easy

By **Scott Corey**
Times-Herald staff writer

SUISUN CITY — City transit systems scattered across Solano County were linked Wednesday in a new partnership offering easy access to regional transportation information.

By calling a single number, residents can get information on how to take public transit to San Francisco, Sacramento or any place in the county, officials said.

The new service is the first

step for SolanoLinks, a consortium of local transit operators that will find ways to expand regional alternatives to driving cars.

"This is a landmark day for Solano County," Suisun City mayor and Metropolitan Transportation Commission chair Jim Spering said. "Commuters and travelers are looking for transit alternative and this is the first step."

Solano Commuter Information will act as the data clearinghouse for the consortium. By calling 1-800-53-KMUTE

(535-6883), residents can get detailed route, fare and schedule information for intercity buses, ferries, Amtrak's Capitol trains and BART.

Callers also can get printed schedules and a new color map of the intercity transit links mailed to them free of charge, SCI's Kim Richards said.

Route information also is available on the Solano Transportation Authority's Web site at www.sta.dst.ca.us, officials said.

Under the consortium, officials from seven municipal bus

systems will meet monthly to plan ways to create a "seamless" transit service across the county, officials said.

Initially, the group will coordinate schedules and iron out details of fare structures and transfer policies between bus systems, Solano Transportation Authority chair Steve Lessler said.

The panel also may work out common bus purchases, shared maintenance agreements and other projects to re-

(See **TRANSIT**, A3)

Transit

(From A1)

duce costs while increasing services, Lessler said.

This group could evolve into an independent regional transit system covering the entire county, he said.

For now, each city will continue to operate its transit system under budget and policy control of local city councils,

officials said.

Though operated by separate agencies, the consortium will make it easier to ride a Baylink ferry from San Francisco to Vallejo, jump on a Vallejo bus for the trip to Fairfield then catch a Yolo bus for the ride to Vacaville, Dixon and Davis, officials said.

Reporter

Thursday, September 18, 1997 — 3A

Solano information service connects travelers to transit

In brief SolanoLinks will provide data for one of the Bay Area's fastest growing regions.

By John Schelbe
Staff Writer

Information on how best to get around Solano County or plan an all-day trip to San Francisco or Sacramento is only a toll-free phone call away.

The announcement of the new information service came during a Wednesday afternoon press conference at the Suisun City Amtrak Station, during which Solano transportation authorities also announced the creation of a consortium of local transit operators.

The eight-member consortium will meet monthly and will be made up of transportation representatives from across the county, including Vacaville City Coach and Fairfield/Suisun Transit.

Known as SolanoLinks, the consortium will have information on regional connections to transit systems in Sacramento, Winters, Davis, Napa Valley, Yolo County, Pleasant Hill BART and El Cerrito del Norte BART.

One of the consortium's first projects was the unveiling of a new countywide transit map, available to the public free of charge.

Martin Tuttle, the Solano Transportation Authority's executive director, told a crowd gathered at the Suisun station that the announcement of the consortium came at a particularly

opportune time given the recent strike by BART workers, which forced thousands more commuters onto already jammed freeways.

"The strike highlighted why we need to work together a lot more in order to keep mobility here in Solano," Tuttle said.

Solano County is one of the fastest growing of the nine Bay Area counties. Trips from Solano to other areas are projected to increase by 55 percent by the year 2010.

But county transportation officials say highway expansion will not keep up with demand because of limited funding sources combined with environmental constraints. Therefore, public transit will have to fill the void.

SolanoLinks routes serve locations throughout the county where riders can transfer to BART, Amtrak and the Vallejo Ferry as well as with Benicia Transit, Dixon Redit-Ride, Fairfield/Suisun Transit, Rio Vista Transit System, Vacaville City Coach, Vallejo Transit, Napa Valley Transit and YoloBus. SolanoLinks also offers personalized trip planning and car-pool referrals free of charge.

Jim Spring, Suisun City mayor and chairman of the Capitol Corridor Joint Powers Board, said the consortium will make recommendations on how to improve public transit within the county.

Those wanting transportation information should telephone (800) 53-KMUTE. The service provides information 24 hours a day, seven days a week. It also can be reached via the Internet at <http://www.sta.dst.ca.us/>

9-18-97

Solano Bus Lines Cooperate for Better Service

By Michael Cabanatuan
Chronicle Staff Writer

With Bay Area residents clamoring for better-coordinated public transit in the wake of the BART strike, Solano County's seven bus systems began working together yesterday.

Flanked by empty buses and serenaded by a high school jazz band in front of the Suisun City Amtrak station, transit officials announced the formation of Solano Links, a cooperative effort of the county's seven transit systems.

The transit agencies will retain their names, logos and administrations, but Solano Links will offer a one-call transit information service and promote public transportation and carpooling.

"It's not a consolidation, not a super-agency like some people have been calling for after the BART strike," said Martin Tuttle, executive director of the Solano Transportation Authority, which coordinates transportation in the fast-growing county. "It is cooperation. People don't really care who runs the bus as long as it gets them where they want to go."

Beginning yesterday, Solano residents who want to take the bus within the county or to San Francisco, Sacramento or Yolo or Napa counties, can call (800) 53-KMUTE, or (800) 535-6883, for information or to have the trip planned for them.

In the past, passengers wanting to take intercity bus rides had to call several agencies and figure out the schedules, fares and routes themselves. Each transit agency also ran its own marketing campaign.

An advisory board with representatives of each bus system will meet monthly to plan other ways to work together. That could include better connections between bus systems, joint applications for state and federal money, standard fares, consolidated routes, perhaps even a single transit system.

Transit officials want smoother Vallejo-Benicia bus network

(9.18.97)

By Nathan Salant
HERALD STAFF WRITER

Benicia Transit officials are meeting with representatives of Vallejo Transit to work out a better-coordinated public transportation system that could enable riders to more-easily reach destinations in both cities on the bus.

Benicia Finance Director Alan Nadritch said bus riders could begin to see changes as early as the beginning of next year if a transportation consultant hired by the two cities to study both transit systems develops a plan that can be easily implemented.

Benicia Transit links the city with Vallejo and the BART station in Pleasant Hill while Vallejo Transit operates service to the El Cerrito Del Norte BART station.

Nadritch made the comments Wednesday following a press conference in Suisun City called by area transportation officials to inaugurate SolanoLinks, a consortium made up of the county's seven transit operators and the Solano Commuter Information agency.

Benicia Transit, Vallejo Transit, Vacaville City Coach, Rio Vista Transit, Fairfield/Suisun Transit, Dixon Redit-Ride and the Solano Transportation Authority (STA) are the voting members of the consortium.

The new agency, which also includes BART, Amtrak, Napa Valley Transit and Yolo County Transportation District in advisory roles, was approved by the Solano Transportation Authority's governing board minutes before the announcement.

"We are so excited today to have formally adopted a plan to build an intercity transit consortium in Solano County," said Martin Tuttle, executive director of STA. "Our unanimous vote at today's meeting allows SolanoLinks to officially proceed with coordinating transit schedules and routes and also to begin providing this highly effective system to the public."

Tuttle also unveiled the colorful SolanoLinks transit map, which shows the links between the transit systems.

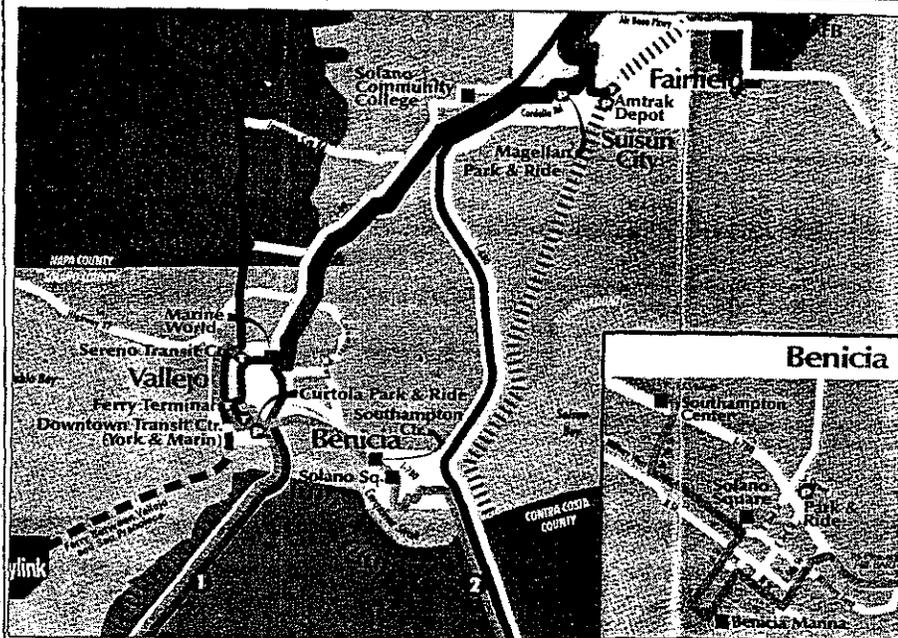
The map is free and can be acquired at all fairs or festivals in the county or by calling the SolanoLinks telephone number at 1-800-53 KMUTE (1-800-535-6883).

The press conference was held in a small plaza in front of the Suisun City Train Depot, where commuters can link up with Amtrak and Greyhound and Fairfield/Suisun and STA buses.

Musicians from Fairfield High School's Jazz Band entertained a crowd of city and county officials and journalists invited to the event.

"As Solano County grows and we have large numbers of commuters to the two large metropolitan areas — San Francisco and Sacramento — we need to make changes in our transportation system," said Jim Sperring, Suisun City's mayor.

Nadritch said the new consortium would speed up coordination between the independent



Part of a new regional transit map unveiled yesterday.

Transit

from page A1

bus systems in the county and could lead to the pooling of resources for maintenance and bus purchases within seven years.

"We want to combine our marketing resources and get people to use our transit systems," Nadritch said. Nadritch said the consultant's report on the coordination between Benicia and Vallejo transit systems was due in 60 days after which officials would begin to propose changes in service.

See Transit page A12



DATE: October 1, 1997
TO: STA Board
FROM: Kim Kloeb
RE: Surface Transportation Program (STP) Cycle 2 Guarantee projects

The Surface Transportation Program (STP) was authorized under the Intermodal Surface Transportation Efficiency Act (ISTEA). MTC allocates fifty percent of regional STP funding to Bay Area counties on a population share basis to be programmed at the county level by the county Congestion Management Agency. This funding is referred to as STP Guarantee funding.

The STA programs these funds in Solano County based on local criteria. The adopted local criteria favors rehabilitation projects, and in Solano County most STP Guarantee funding was programmed for roadway resurfacing and bus rehabilitation projects. Over \$3.5 million in STP Guarantee funding was programmed in Solano County for a three year period. A list of the programmed projects is attached.

The STA monitors the use of the STP Guarantee funding as part of our contract with MTC to receive annual STP planning funds. These STP planning funds provide over \$100,000 annually to augment local funding to support the operation of the STA.

Cycle 2 STP projects included federal fiscal years 1994-95, 1995-96, and 1996-97. These are the last three years of the existing federal act. ISTEA expires at the end of federal fiscal year 1996-97 on September 30. According to MTC policy, failure to meet the September 30 deadline would have resulted in loss of the funding and a 100 percent penalty in the next STP cycle.

At the September STA TAC meeting, staff reviewed the status of the STP Guarantee projects with member jurisdiction staff. All the projects have met the deadline. A list of the Cycle 2 STP Guarantee projects is attached. Not all of these projects have been completed in the field, some will be completed in the summer of 1998, but funding for all the projects has been secured.

Attachment

SOLANO COUNTY CYCLE 2 STP GUARANTEED PROJECTS

Benicia - Military Way (Second Street to fifth Street)

Dixon - East A Street (North First Street to City limits)

Fairfield - Claybank (East Tabor Avenue to Cement Hill Road)

Fairfield - East Tabor Avenue (North Texas Avenue to Dover Street)

Fairfield - East Travis (I-80 to Phoenix Drive)

Solano County - Pleasants Valley Road/Foothill Intersection

Vacaville - California Drive (Alamo Lane to Terrace Avenue)

Vacaville - Gibson Canyon Road (East Monte Vista to Fruitvale Road)

Vacaville - Marshall Road (Alamo Drive to California Drive)

Vacaville - Marshall Road (Ogden Way to Davis Street)

Vacaville - Mason Street (Davis Street to Merchant Street)

Vacaville - North Alamo Drive (Edgewater Drive to Palisades Court)

Vacaville - North Orchard Avenue (Fruitvale Road to Gonzales Drive)

Vacaville - Peabody Road (Alamo Drive to South City Limits)

Vallejo - Citywide Traffic Signal Interconnect Upgrade

Vallejo - Columbus Parkway (Ascot Parkway to Georgia Street)

Vallejo - Corcoran Avenue (Mini Drive to Fairgrounds Drive)

Vallejo - Enterprise Street (Highway 37 to South End)

Vallejo - Georgia Street (I-80 to Solano Avenue)

Vallejo - Griffin Drive (Gateway Drive to Sage Street)

Vallejo - Laura/Seffan Street (Magazine Street to Benicia Road)

Vallejo - Maple Avenue (Benicia Road to Reis Avenue)

Vallejo - Reis Avenue (Laurel Street to Maple Avenue)

Vallejo - Reis Avenue (Maple Street to Home Acres Avenue)

Vallejo - RTSOP Tennessee Corridor Signal Project

Vallejo - Solano Avenue (I-80 to Curtola Parkway)

Vallejo - Valle Vista Street (Fairground Drive to Del Mar Avenue)

Vallejo - Valle Vista Avenue (Sacramento Street to Broadway)

Vallejo - Yolano Drive (Highway 29 to Enterprise Street)



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Interested Parties

DATE: September 22, 1997

FR: Steve Heminger

RE: ISTEА Reauthorization Update #3

Since my last memo to you, three significant developments have occurred. First, the House Transportation and Infrastructure Committee postponed its mark-up of BESTEA (HR 2400) until this week in order for Chairman Bud Shuster and the GOP leadership to try to work out an accommodation on the funding levels to be included in the bill. Many members of the leadership have complained that Shuster's bill violates the balanced budget agreement approved by Congress this past summer. One option reportedly under consideration is for the committee to report out a stop-gap (i.e., 6-9 months) bill to extend ISTEА while negotiations continue over the funding levels in BESTEA.

Second, the Senate Environment and Public Works Committee marked up its highway title reauthorization vehicle, S 1173, on September 17. The changes made in committee mark-up are noted in *italic* and ~~strike-out~~ type on the attached side-by-side comparison sheet, the most notable of which is that the name of the Senate bill has been changed to ISTEА II. (We have also noted some provisions in the House bill in *italic* type that were omitted from the first version of the comparison sheet.)

Finally, the Senate Banking Committee — which has jurisdiction over the transit title of ISTEА — has released a draft bill this week and scheduled mark-up the bill on Thursday, September 25. A summary of the draft transit provisions is now included in the attached chart. It is likely that the highway and transit titles will be scheduled for Senate floor action at the same time, perhaps in early October.

If you need further information or assistance, please call me or Kate Breen at (510) 464-7700. We'll keep you posted of developments as they occur.

SH/lw/Misc/ISTEA/House/SenCover
Attachment

ISTEA Reauthorization Summary

	Current Law	House Bill	Senate Bills	
			Highway	Transit
Bill No.		HR 2400	S 1173	S _____
Title	Intermodal Surface Transportation Efficiency Act (ISTEA)	Building Efficient Surface Transportation and Equity Act (BESTEA)	Intermodal Transportation Act (ITA) ISTEA II	Federal Transit Act of 1997
Duration	6 years (FY 92-97)	3 years (FY 98-00)	6 years (FY 98-03)	6 years (FY 98-03)
Overall Funding	FY 97 \$20.1B highway \$4.4B transit	\$29B highway (avg/yr) \$6B transit (avg/yr)	\$22B (avg/yr)	\$5.9B (avg/yr)
California Share	9.45%	9.16%	9.14%	n/a
Highway Trust Fund Off-Budget	No	Yes	No	n/a
ISTEA Program Structure	Core Programs: <ul style="list-style-type: none"> • IM • NHS • STP • CMAQ • Bridge • Sec 3 • Sec 9 	Retains core ISTEA highway and transit programs, with following changes: <ul style="list-style-type: none"> • Up to 50% of new incremental CMAQ and TEA funds can be flexed to other categories • \$400 M annual cap on transit operating assistance in areas below 200K population and on preventive maintenance in all areas 	Retains core ISTEA highway program, with following changes: <ul style="list-style-type: none"> • IM and Bridge become set-asides within NHS • TEA set-aside reduced to 8% • Expanded eligibility for NHS, STP, and CMAQ (i.e., Amtrak, ITS, ferries) 	Retains ISTEA's transit program structure and current formulas

	Current Law	House Bill	Senate Bills	
			Highway	Transit
New Programs		Adds several new programs, including: <ul style="list-style-type: none"> • High Risk Road Safety (\$920M/yr) • Interstate Reconstruction (\$630M/yr) • National Corridor Development (\$167M/yr) • Border Infrastructure (\$90M/yr) • Transit Enhancements (\$50M/yr) 	Adds several new programs, including: <ul style="list-style-type: none"> • Trade and Border Planning (\$125M/yr) • Innovative Finance (\$83M/yr) • Community Preservation (\$20M/yr) • Wetland Restoration (\$17M/yr) 	
Stream-lining		Several new provisions, including: <ul style="list-style-type: none"> • Non-NHS project review delegation to states • NEPA delegation pilot program • FHWA administrative takedown reduced from 3.75% to 1.5% • CMS made voluntary • Reduces 16 planning factors to 7 goals • TIP update every 3 years instead of 2 • MIS integrated into NEPA process 	Several new provisions, including: <ul style="list-style-type: none"> • Non-NHS project review delegation to states • Coordinated NEPA and federal permitting process • Greater design-build authority with federal funds • FHWA administrative takedown reduced from 3.75% to 1.5% • State option on metric conversion • Reduces 16 planning factors to 7 goals 	
Bill Status		Subcommittee mark-up 9/10	Draft released 9/10 Committee mark-up 9/17	Committee mark-up 9/25



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Memorandum

TO: Partnership Legislative Committee

DATE: September 16, 1997

FR: Steve Heminger

RE: STIP Reform Bill Goes to Governor

On September 12, the last day of the legislative session, SB 45 (Kopp) was approved by lopsided margins in both the State Assembly and State Senate, and was sent to Governor Wilson for his signature. Although the contracting out issue continues to cause some concern for the consulting engineering firms and other interests, it is expected that the governor will sign the bill into law. If signed, the bill would take effect January 1, 1998.

What follows, therefore, is a brief summary of the principal provisions of the bill, as last amended on September 10, 1997. Please do not hesitate to contact me or Therese McMillan (who bears the happy responsibility of implementing the new law) with any questions or concerns at (510) 464-7700.

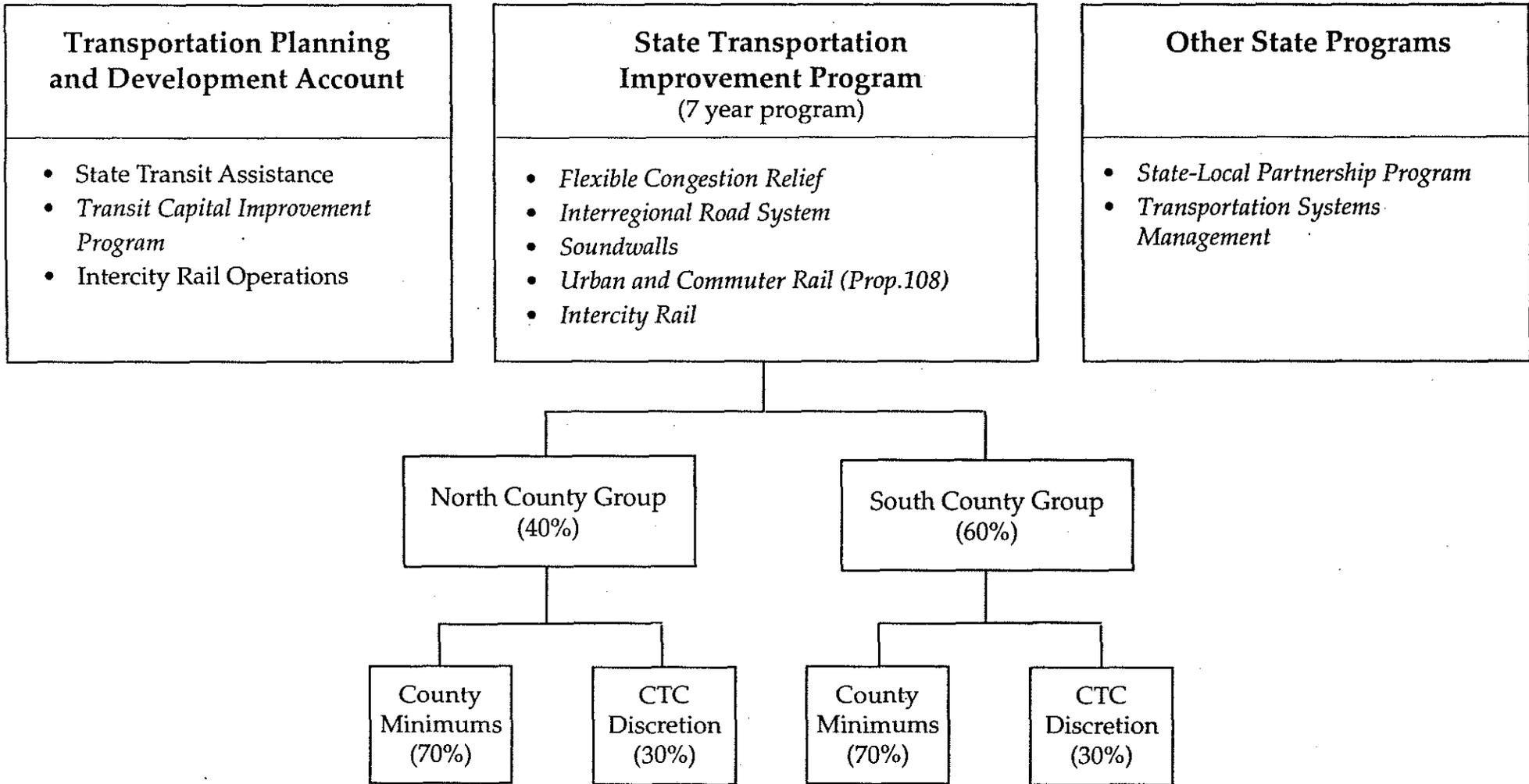
Summary of SB 45 (Kopp)

- Replaces the existing 7-year STIP with a 4-year program. However, for the 1998 STIP only, the program will be 6 years in length to ease the transition to a 4-year program in future years.
- Establishes the following deadlines for the 1998 STIP (future STIPs would follow the existing statutory schedule):

CTC adopts fund estimate	January 5, 1998
RTPAs submit RTIPs	March 1, 1998
CTC adopts STIP	June 1, 1998
- Consolidates numerous existing funding programs both inside and outside the STIP into three new programs within the STIP: Regional Choice Program, State Discretionary Program, and Interregional Program. The percentage of funds allocated to these new programs, and the conditions governing their distribution and expenditure, are described in the attached charts.
- Authorizes RTPAs to receive up to 1/2% of their Regional Choice funds for project planning, programming, and monitoring costs.

- Requires the STIP to include separate allocation amounts and years for each of the following project components: permits and environmental studies, plans and estimates, right-of-way acquisition, and construction. Caltrans' project development costs—which were previously funded off the top of the program—must be included as line item amounts in the STIP for each Caltrans-supported project.
- Requires that state highway projects may not be included in the STIP without a project study report (PSR), and that other projects may not be included without a PSR equivalent or an MIS.
- Includes a "use it or lose it" provision that STIP funds be expended within three fiscal years, subject to a single non-renewable extension by CTC for up to 20 additional months.
- Requires Caltrans, in cooperation with CTC and the RTPAs, to develop new STIP guidelines by September 15, 1998, which CTC must adopt by December 31, 1998. The guidelines must include, at a minimum, standards for project deliverability and cost estimation, and criteria for measuring system performance and the cost-effectiveness of candidate projects.
- Limits Caltrans' administrative expenses to the level in the most recent Budget Act, adjusted for inflation. Limits Caltrans' expenditures for maintenance and operation of the state highway system to the level in the most recent Budget Act, adjusted for inflation and increased lane mileage.
- Limits Caltrans' expenditures for rehabilitation of the state highway system to the amounts contained in a 10-year plan, which is required to be completed by the department by May 1, 1998 and updated every two years thereafter.
- Prohibits the state budget from including individual appropriations for specific transportation projects, and prohibits individual bills from containing specific transportation projects.
- Requires that, beginning with the 4-year STIP cycle commencing July 1, 2004, county share deficits and surpluses shall be carried forward to the next 4-year cycle. STIP amendments (including cost increases/savings) must be kept within the respective county's calculated share, or be debited/credited as surpluses or deficits in future STIP cycles.
- Grandfathers all 1996 STIP projects into the 1998 STIP. County minimum deficits are carried forward into the 1998 STIP. Alameda County is compensated for its 1996 STIP trade with an increased share in the 1998 STIP.
- Authorizes MTC to pool county shares within the Bay Area, provided that each county receives no less than 85% and no more than 115% of its county share for a single quadrennium, and 100% of its county share for two consecutive quadrenniums.
- Requires that federal funds used for demonstration projects that would otherwise be available to the state shall be subtracted from the county share of the county where the project is located.

Current Law



Note: 1) Programs shown in *italics* are consolidated into three new programs under SB 45, as depicted on the attached chart. The State-Local Partnership Program is not consolidated until July 1, 1999.
 2) State administration, maintenance, operation, rehabilitation and safety programs are funded off the top in current law and SB 45.

SB 45 (Kopp) As Amended Sept. 10, 1997

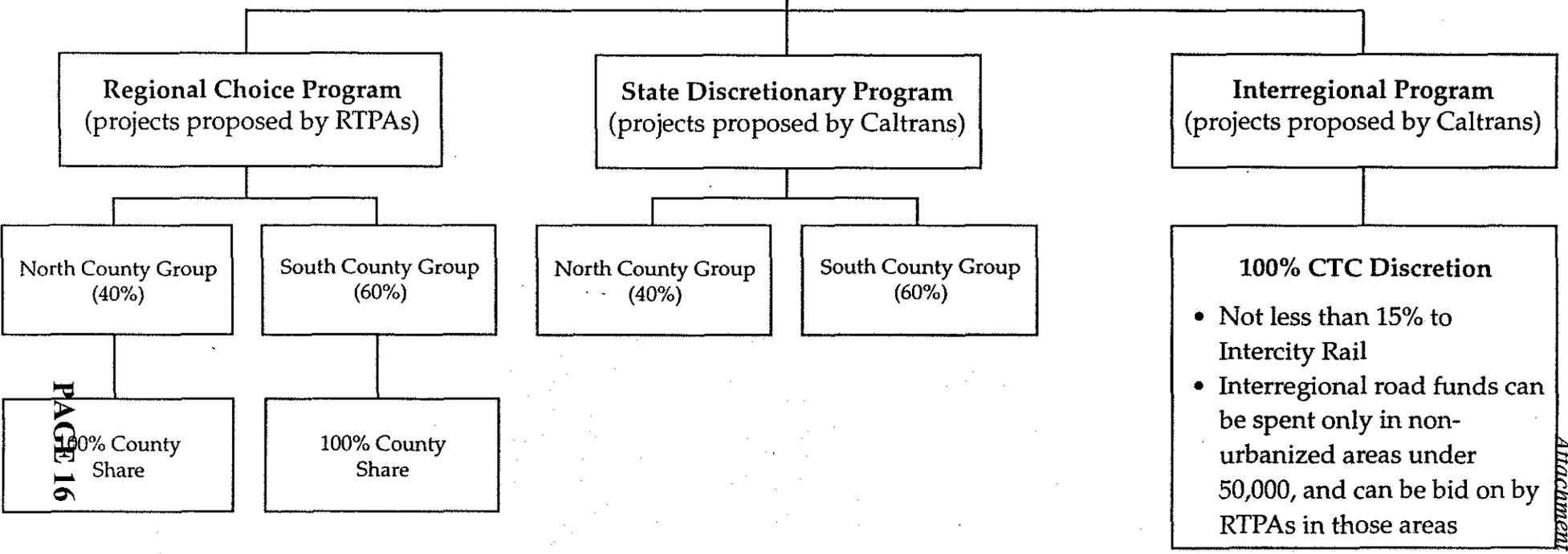
Transportation Planning and Development Account

- State Transit Assistance
- Intercity Rail Operations

**State Transportation Improvement Program
(4 year program) ***

- Regional Choice Program (75%)
- State Discretionary Program (10%)
- Interregional Program (15%)

* 1998 STIP is 6 year transition program



PAGE 16

Attachment 4

October 8, 1997
Agenda Item 6.0



DATE: October 1, 1997
TO: STA Board
FROM: STA Staff
RE: CONSENT AGENDA (Any consent item can be pulled for discussion)

Recommendation:

That the STA Board approve the following attached consent items:

- 6.1 Minutes of Meeting of September 17, 1997.
- 6.2 Draft minutes of September 24, 1997 TAC meeting.
- 6.3 Appointment of New Member to Paratransit Coordinating Council.
- 6.4 Resolution Supporting CHP Enforcement and Education Program for Highway 12.
- 6.5 Project Development Funding for Suisun/Fairfield Rail Station.
- 6.6 Federal Funding Agreement for Peabody/Cement Hill/Vanden Road Intersection.



SOLANO TRANSPORTATION AUTHORITY
Minutes of the Special Meeting of
September 17, 1997
Held at the Suisun/Fairfield Amtrak Station

Minutes by: Dan Christians

1.0 Call to Order - Confirm Quorum

Chairman Lessler called the meeting to order at 11:45 a.m. A quorum was confirmed.

MEMBERS	Steve Lessler	City of Fairfield
PRESENT:	Steve Gizzi	City of Benicia (Alternate)
	Fred Harris	City of Rio Vista
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Bill Patchell	City of Vallejo
	Gordon Gojkovich	County of Solano
MEMBERS	Barbara Kondylis	County of Solano
ABSENT:	Jerry Hayes	City of Benicia
	Don Erickson	City of Dixon
ALSO	Alan Nadritch	City of Benicia
PRESENT:	Martin Tuttle	STA
	Dan Christians	STA

2.0 Approval of Agenda

Martin Tuttle indicated there were no changes to the Agenda. The agenda was unanimously approved on a motion by Member Rischa Slade with a second by Member Jim Spering.

3.0 Comments/Update from Staff, Caltrans, and MTC

Martin Tuttle provided some brief staff comments as noted in his Executive Director's Report. He noted the status of the different legislative bills passed in the recently completed session including SB 45, the STIP reform bill that is now pending a signature by the Governor.

4.0 Opportunity for Public Comment

There were no public comments.

5.1 Minutes of Meeting of August 13, 1997.

The minutes were unanimously approved on a motion by Member Rischa Slade with a second by Member Bill Patchell.

5.2 Draft minutes of August 27, 1997 TAC meeting.

The draft TAC minutes were unanimously approved on a motion by Member Bill Patchell with a second by Member Rischa Slade.

6.1 Resolution Accepting the Intercity Transit Plan and Initiating a Revision to the STA Joint Powers Agreement to Recognize the Solano Intercity Transit Consortium.

Steve Lessler presented this report. He said that as a result of efforts by the Board's Transit Steering Committee and the Transit Operators, the Transit Coordination Plan had been prepared which included the recommendation to form an Intercity Transit Consortium. To accomplish this the STA Board would need to amend its Joint Powers Agreement to recognize the Consortium as an official advisory Body to the STA Board and each member of the Consortium would be requested to sign a Memorandum of Understanding describing the more detailed purpose and responsibilities of the members and setting forth the proposed source of funding for the group.

Steve Gizzi asked what the effects of the Consortium would have on the individual transit operators such as the funding of the Consortium. Martin Tuttle said that the Consortium would build on the existing systems and that there would not be any effects on funding the operations of the existing systems. The source of funding for the Consortium, at least for the first two years, would be from State Transit Assistance Funds (STAF) that would be used to fund the planning and marketing services. This includes such activities as promoting the 1-800-53-KMUTE number for transit information, preparing the SolanoLinks intercity transit map, and other joint activities the group may want to undertake.

The Resolution accepting the Intercity Transit Coordination Plan and initiating a revision to the STA Joint Powers Agreement to recognize the Solano Intercity Transit Consortium was unanimously adopted on a motion by Member Jim Spering, with a second by Steve Gizzi.

7.0 Adjourn

Chairman Lessler adjourned the meeting at 11:55 a.m. and invited everyone to attend the Intercity Transit Press Conference commencing at 12:00 noon on the plaza of the Suisun-Fairfield station.



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
September 24, 1997

AGENDA ITEM 1. CALL TO ORDER

The regular meeting of the Solano Transportation Authority Technical Advisory Committee was called to order at 1:38 p.m. by Martin Tuttle at the STA conference room.

PRESENT:	Ace Forsen	Caltrans, District 4
	Julian Carroll	Caltrans, District 4
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Ken Harms.	City of Fairfield
	Ed Stewart	MTC
	Paul Wiese	Solano County
	Martin Tuttle	STA
	Dan Christians	STA
	Kim Kloeb	STA
	Matt Todd	STA
	Gian Aggarwal	City of Vacaville
	Alan Nadritch	City of Benicia
	Dan Schiada	City of Benicia
	Bob Grandy	Smith and Kempton
	Pam Belchamber	City of Vallejo
	Gary Leach	City of Vallejo
	Ed Huestis	City of Vacaville
	Elizabeth Richards	Solano Commuter Information

AGENDA ITEM 2. APPROVAL OF AGENDA

Martin Tuttle said that since Bob Grandy needed to leave early, he requested that Item 10 be moved up in front of Item 6 and he had an additional item to add to the agenda:

Agenda Item 13.a. Project Development funding for the Suisun-Fairfield Train Station.

Martin also said that the 1996-97 STA Draft Audit would be sent to the Board at their October meeting.

The Agenda, as amended, was unanimously approved on a motion by Gian Aggarwal with a second by Alan Nadritch.

AGENDA ITEM 3. MINUTES OF MEETING OF AUGUST 27, 1997

Ace Forsen submitted the following corrections to the minutes:

AGENDA ITEM 9. UPDATE ON CALTRANS PROJECTS PROPOSED FOR HIGHWAY 12

Saaid Fakharzadeh presented this item. The projects completed or programmed include:

1. Napa County Line to I-80, Rehabilitate Roadway
Scheduled for completion late 97 early 98
2. Scandia Road to Denverton Road, Rehabilitate Roadway
Completed
3. Extending ~~three~~ four existing passing lanes (between Suisun and Rio Vista)
\$1.8 million programed for 98-9, timeframe may slip due to staff shortage,
project a result of the HR45 Report
4. Currie Road to Azevedo Road, Rehabilitate Roadway
Completed

~~A Two projects proposed for the 98 SHOPP candidate list are is improving the road to 12' lanes and 8' shoulders and vertical curve corrections between Scandia Road and Currie Road at a cost of about \$10 28 million. This will be broken into two segments in the SHOPP program.~~

Martin asked about the status of the left turn pocket at ET Road. Julian Carroll said that was a Minor B project (~~lower cost category~~ less than \$107,000) and the design phase has been started...

The minutes, as amended above, were unanimously on a motion by Gian Aggarwal with a second by Alan Nadritch.

AGENDA ITEM 4. OPPORTUNITY FOR PUBLIC COMMENT

There was no public comment.

AGENDA ITEM 5. COMMENTS FROM STAFF, CALTRANS, AND MTC

Dan Christians thanked everyone who participated in the very successful SolanoLinks event held on September 17. He also said that on the October 8 board meeting, he was going to prepare an item providing for their support of additional CHP enforcement and education activities for Highway 12, being funded through the California Office of Traffic Safety.

Julian Carroll passed around a map showing the highway improvements currently programmed and proposed for Route 12. Ace Forsen reported that the seismic retrofit of the eastern (1958 built) span of the Carquinez Bridge is expected to start by the end of this year.

Ed Stewart said that MTC was continuing to address the effects if SB 45 passes. However, in the meantime they are continuing to work under the existing STIP rules.

AGENDA 10. SOLANO TRANSPORTATION PLAN UPDATE

Bob Grandy of Smith Kempton described the results of the recent SEDCORP transportation poll. He said that commuter rail, traffic safety and maintenance projects scored the highest. Ferry service also ranked high, particularly in south county. He then pointed out the highest scoring projects for each of the cities.

Martin Tuttle said that the results will now be submitted to SEDCORP for their input. He said that a more focused poll asking if there is support for a 1/4 cent tax over nine years for the most favored projects would now be done. He will report back to the TAC with any additional results.

AGENDA ITEM 6. RECOMMENDATIONS FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Martin Tuttle presented this item. He passed around a list that showed the CTC's approval of \$28,724,000 STIP minimum for Solano with a \$31,596,000 bid target for the years 2003-04 and 2004-05. However, if SB 45 is signed the process will have to start again. He said that the Board had originally approved three draft projects but that the shortfall for Highway 37 has now been addressed and that Caltrans is now planning to try and secure enough PSTIP discretionary funding to complete the whole SR 29/37 interchange (total cost \$39 million). If the discretionary funding did not for some reason come through, the interchange could be programmed in the following STIP cycle. Therefore, staff is recommending that the \$15.8 million be approved for the I-80 Reliever Route, and \$14 million be approved for the 29/37 interchange contingent upon Caltrans securing enough discretionary funds to complete the project. If adequate discretionary funds are not secured by Caltrans then the balance would go into the I-80 Reliever Route instead.

Gary Leach thought it might be better to award the interchange project \$14 million whether or not Caltrans secured enough discretionary money to complete the project in this STIP. He thought that additional money could be secured from funds from the current and next round of STIP to fully fund the project. However, various TAC members felt that since Caltrans is committed to going after PSTIP discretionary funds it was a more effective approach. If the project was not ready to commence (because it lacked full funding) it would tie up some of the STIP funds that could be used on projects ready to go.

Ace Foresen confirmed that the Highway 37 project shortfall had been resolved through their value engineering process. He also said that it is very difficult to phase an interchange project through two different STIP cycles and was hopeful that the discretionary funding could complete the interchange.

The recommendation of staff was unanimously approved on a motion by Paul Wiese with a second by Gian Aggarwal.

AGENDA 7. REVIEW OF 1998-99 TCI PROJECTS

Kim Kloeb presented this item. SB 45 would repeal this program. He said that applications had been received from Benicia for an EIR/EIS for the proposed Capitol Corridor rail station under the new span of the Benicia Bridge (\$1,000,000) and for an EIR and land side ferry docking facilities for ferry service between Benicia, Martinez and San Francisco; however, the ferry project had since been withdrawn. Also, Vallejo had submitted an application for a Long Range Ferry Plan (\$135,000). Kim noted that a much more limited amount of funding would be available for Solano applications than in previous years but that both projects could be submitted and compete separately.

Both applications were unanimously approved for submittal on a motion by Alan Nadritch with a second by Paul Wiese

AGENDA 8. COMPLIANCE DETERMINATION FOR 1995 CMP AND PROPOSED 1997 CONGESTION MANAGEMENT PROGRAM

Dan Christians said that all member jurisdictions were in compliance with the 1995 CMP. He also said that a final draft of the 1997 CMP was in the TAC packet and a revised CIP was being circulated. He requested any final input prior to going to the STA Board for adoption on October 8. The new CMP included some technical changes along with 1997 LOS calculations of each of the road segments.

Gian Aggarwal asked what happens if the LOS standards are exceeded as a result of external trips on I-80. Dan Christians said that if the exceedance was a result of projects within Solano jurisdictions that a deficiency plan with mitigation measures would have to be prepared. However, if it is a result of external trips, that matter was not really addressed in the CMP since we have no control over outside projects.

Alan Nadritch said that his STP Discretionary project to purchase 1 bus needs to be included in the CIP. Elizabeth Richards suggested that the rideshare projected goal on page should be at least 22%. Also Janet Koster noted that the funding amounts for their railroad grade separation project needs to be checked and revised. Dan indicated that he would make those changes in the final draft.

The 1995 CMP determination of compliance for all member agencies and the proposed 1997 CMP, as modified by the above revisions, was unanimously approved on a motion by Alan Nadritch with a second by Paul Wiese.

AGENDA 9. COUNTYWIDE TRAFFIC MODEL TRAFFIC ANALYSIS ZONES

Ken Harms passed out maps of the new proposed road network being designed for the Countywide traffic model. It was agreed that a meeting of the modeling subcommittee would be held and that a letter asking for specific input on the new Traffic Analysis Zones and road network maps would be sent out.

AGENDA 11. ISTEA UPDATE

Martin Tuttle passed around an MTC memo regarding ISTEA reauthorization. There are still various funding options being considered and one additional one is to extend the current ISTEA for a short time period while a final bill is being negotiated. Also the \$2.4 million request for buying buses and \$2 million for a global positioning system are still in the running for Solano transit operators.

AGENDA 12. CYCLE 2 STP GUARANTEE PROJECTS

Kim Kloeb said that he believes that all Solano projects have met the September 30 obligation deadline. However, it was suggested that both the Solano County and Fairfield projects be double-checked to make sure of that.

AGENDA 13. SB 45 STIP REFORM BILL

Martin Tuttle said that SB 45 was approved by the Legislature and the Governor has until October 13 to sign or veto it. Staff thinks that he will probably sign it. If it is approved it would take effect on January 5 with CTC approval of a new six year STIP by June 1, 1998. He said the work already done on the STIP projects would make any new process easier than starting completely from scratch.

AGENDA 14. ADJOURN The meeting was adjourned at about 3:15 p.m. and the next meeting will be on October 29, 1997.

October 8, 1997
Agenda Item 6.3



DATE: October 1, 1997
TO: STA Board
FROM: Matt Todd
RE: Confirm Appointment of PCC Members

Gerald Cohen is an ADA/Assistive Technology Specialist for the social service agency Independent Living Resource. It is proposed that he take the place of the previous member from the Independent Living Resource who can no longer attend the meetings. Gerald Cohen works with riders of paratransit and also uses it himself.

I would also like to inform the STA Board that long time member Joyce Lockwood, representing the County Health and Social Services Department since 1991, is retiring and therefore resigning her PCC membership position. We thank her for her commitment to the PCC and wish her well in her retirement. Staff is in contact with the County Health and Social Services about possible replacements.

Recommendation

Staff and the PCC recommend the Board approve Gerald Cohen to the Social Service Provider position and Bea Tiger as his alternate.

Attachment

PCC MEMBERSHIP LIST
(Proposed September 1997)

CLASSIFICATION	MEMBER	ALTERNATE	TERM EXP.
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Voting Members:

Transit Users

1. Elderly			
2. Low Income	Daniel Lloyd	Barbara Childers	12/99
3. Handicapped	Fred Ramsey	Vacant	12/97

Members-at-Large

4. Member-at-Large	Kim Maassen North Bay Reg. Ctr.	Vacant	12/97
5. Member-at-Large	Edward Schroth Solano American Cancer Society	Vacant	12/99

Public Agencies

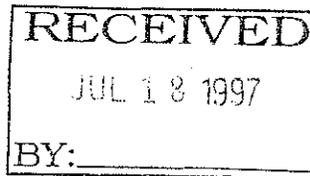
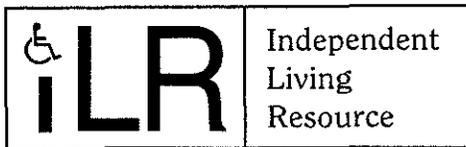
6. Education- Related	Catarina Evanson Solano Community College	Ted Harding	8/00
7. Solano County	Dept. Of Health & Social Services		

Social Service Providers

8. Independent Living Resource	Amy Taylor Gerald Cohen	Kathy Mitsopolus Bea Tiger	12/98 10/00
9. Benicia Yellow Cab	Marcia Kent	Vacant	12/97
10. MV Transportation Co,	Larry Schwahn	Vacant	12/98
11. Solano County	Barbara Thomas	Vacant	12/99
12. MTC Elderly & Disabled Representative	Jim Simon	Ed Watson	12/97

Non-Voting Members:

1. Benicia Transit	Alan Nadritch	Evelyne Hayden	N/A
2. Caltrans District 4	Burdette Conner		N/A
3. Dixon Read-Ride	Randy Davis	Jamie Elliott	N/A
4. Fairfield/Suisun	Kevin Daughton	Mike Dulude	N/A
5. MTC	Ed Stewart		N/A
6. Rio Vista Transit	Michael Lee		N/A
7. Solano County	John Gray		N/A
8. Vacaville	Trent Fry		N/A
9. Vallejo Transit	Pam Belchamber	Doug Vanderkar	N/A



July 15, 1997

Matt Todd, Staff
Solano Transit Authority
333 Sunset Avenue, Suite 2000
Suisun City, CA 94585

Dear Mr. Todd:

I am writing this letter in regard to becoming a board member of the "Paratransit Coordinating Council." I am an employee of Independent Living Resource, Fairfield CA. The Independent Living have representatives presently serving on the Solano Paratransit Coordinating Council, Amy Taylor and Kathleen Mitsopoulos. Consequently, Amy cannot continue to function as the primary representative of the Independent Living Resource because she no longer works for the Center. Kathleen doesn't work on Fridays, which makes attending the meetings difficult.

When Kathleen asked to me if I would be interested in serving on the Solano Paratransit Coordinating Council, I felt privileged to have been asked. I strongly believe by learning the intricate details of the Solano County Transit, I will be able to better serve our consumers at the Independent Living Resource, Solano County. I would like to Ms. Bea Tiger as my alternate on days when I can't attend a meeting.

I hope I am approved by the Board Members to serve as a representative of the Independent Living Resource, Fairfield CA.

Sincerely,



Gerald Cohen
ADA/Assistive Technology Specialist

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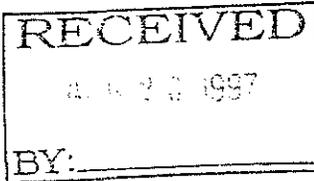
Solano County Health and Social Services Department

Mental Health Services
Public Health Services

Adult and Child Services
Substance Abuse Services

Eligibility and Employment Services
Public Guardian/Conservator

Donald R. Rowe, Director



August 13, 1997

Matt Todd
Paratransit Coordinating Council
333 Sunset Ave., SUITE 200
Suisun City, CA. 94585

Dear Matt,

This letter is to inform you of my resignation from the Paratransit Coordinating Council as the Health and Social Services representative. I have served many years on the PCC and have seen many changes. I am now retiring, so will be unable to continue in this position. I wish you all well as you continue to work for paratransit in Solano County.

Sincerely,

A handwritten signature in cursive script that reads "Joyce A. Lockwood".

Joyce A. Lockwood, PHN

October 8, 1997
Agenda Item 6.4



DATE: October 1, 1997
TO: STA Board
FROM: Dan Christians
RE: Resolution Supporting CHP Enforcement and Education Program for Highway 12

The California Highway Patrol (CHP) has previously had an enforcement and education program for Highway 12 under a special grant from the State Office of Traffic Safety. Such activities as increased patrols and the use of their radar trailer has reduced speeds and accidents. There is still some funding available from a prior grant and a Task Force of the CHP is continuing to identify such future activities on key corridors.

MTC has recently gone on record of supporting additional enforcement and educational activities to improve safety along this corridor. This program seems particularly critical until additional road improvements can be made to Highway 12 during the next few years.

Therefore, it would be appropriate for the STA to go on record supporting these CHP activities and any additional grant requests they may make to the Office of Traffic Safety.

Attached is a resolution supporting these efforts along with a letter from MTC indicating their support.

RESOLUTION 97-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
SUPPORTING CHP ENFORCEMENT AND EDUCATION PROGRAM FOR
HIGHWAY 12 BETWEEN RIO VISTA AND SUISUN CITY**

WHEREAS, Highway 12 is a priority project of the Solano Transportation Authority (STA); and

WHEREAS, the California Highway Patrol would like to continue to have an enforcement and education program for Highway 12; and

WHEREAS, the California Office of Traffic Safety provides funding for non-urban highways such as Highway 12 that have traffic safety problems; and

WHEREAS, with the pending signing of AB 827 (Thomson), the double fine bill to slow down traffic along Highway 12, further enforcement and educational activities to reduce speeds and provide for safer travel along this corridor is becoming increasingly important.

NOW, THEREFORE BE IT RESOLVED the Solano Transportation Authority (STA) hereby supports continued efforts of the California Highway Patrol for their enforcement and education program for Highway 12 between Rio Vista and Suisun City; and

NOW, THEREFORE BE IT FURTHER RESOLVED that the STA supports any additional requests of the CHP for funding from the Office of Traffic Safety to increase resources for this program.

Steve Lessler, Chairman
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 8th day of October, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel.: 510.464.7700
TTY/TDD: 510.464.7769
Fax: 510.464.7848
e-mail: info@mtc.dst.ca.us

September 16, 1997

James P. Spering, Chair
Solano County and Cities

James T. Beall Jr., Vice Chair
Santa Clara County

Keith Axtell
U.S. Department of Housing
and Urban Development

Jane Baker
Cities of San Mateo County

Sharon J. Brown
Cities of Contra Costa County

Mark DeSaudnier
Contra Costa County

Dorene M. Giacopini
U.S. Department of Transportation

Mary Griffin
San Mateo County

Elibu Harris
Cities of Alameda County

Tam Hsieh
City and County of San Francisco

Mary V. King
Alameda County

Jean McCown
Cities of Santa Clara County

Charlotte B. Powers
Association of Bay Area Governments

Jon Rubin
San Francisco Mayor's Appointee

Angelo J. Siracusa
San Francisco Bay Conservation
and Development Commission

Doug Wilson
Marin County and Cities

Kathryn Winter
Napa County and Cities

Sharon Wright
Sonoma County and Cities

Harry Yabata
State Business, Transportation
and Housing Agency

Lawrence D. Dabms
Executive Director

William F. Hein
Deputy Executive Director

Ms. Alice Huffaker
Office of Special Projects
California Highway Patrol
P.O. Box 942898
Sacramento, CA 94298-0001

Re: Office of Traffic Safety Funds to Coordinate a Corridor Safety Program

Dear Ms. Huffaker:

Thank you for the opportunity to apply for funds from the Office of Traffic Safety to coordinate a corridor safety program. Attached please find an application for funds for an 18-mile portion of Highway 12 between Suisun City and Rio Vista in Solano County. We have included statistics on annual average daily traffic. As the CHP has detailed accident statistics, please fill in these numbers for us. Over the last few years, there has been a great deal of concern about safety in this corridor after several fatal accidents. As a result, the State Assembly passed House Resolution 45 to address these concerns.

In addition to Highway 12, we would also support an application for a corridor safety program on Highway 17 in Santa Clara and Santa Cruz counties. If you have any questions, please call me at (510) 464-7831 or Michelle Morris Brubaker of my staff at (510) 464-7861.

Sincerely,

Chris Brittle
Manager, Planning Section

Enclosure

cc: Martin Tuttle, Solano Transportation Authority
Michelle Morris Brubaker, MTC

October 8, 1997
Agenda Item 6.5



DATE: October 1, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Project Development funding for improvements to the Suisun/Fairfield rail station

The STA secured a 1997-98 Transit Capital Improvement (TCI) program grant for \$591,000 for parking improvements at the Suisun/Fairfield rail station. The development of these improvements is an STA Priority Project for 1997-98.

The current STA budget for 1997-98 includes a line item under the Project Development program for \$30,000 for miscellaneous project development. Of this, \$5,000 was approved for a consultant to prepare funding applications for the Vallejo-Fairfield and Dixon-Davis bicycle routes, leaving a current balance of \$25,000.

STA staff recommends \$5,000 in these project development funds be approved to advance survey and initial design work for the parking improvements at the Suisun/Fairfield rail station. This recommendation was approved by the STA TAC at their September 24 meeting. This local funding will allow these tasks to proceed in advance of the California Transportation Commission allocation approval. This will leave a balance of \$20,000 in the miscellaneous Project Development program line item or \$70,000 if agenda item 7.3 is approved.

Recommendation

Approve \$5,000 in 1997-98 Project Development funding for the development of parking improvements at the Suisun/Fairfield rail station.

October 8, 1997
Agenda Item 6.6



DATE: October 1, 1997
TO: STA Board
FROM: Kim Kloeb
RE: Agreement for the funding of the Peabody/Cement Hill/Vanden Road intersection

Two projects on the I-80 Reliever Route are currently funded with Surface Transportation Program funds authorized under the Intermodal Surface Transportation Efficiency Act (ISTEA). The projects are the extension of Leisure Town Road to Vanden Road, and improvements to the intersection of Peabody Road at Cement Hill Road, including a realignment of Vanden Road to Cement Hill Road.

The attached resolution is required to authorize the STA to enter into agreements to receive the federal funding for the improvements to the Peabody/Cement Hill/Vanden Road intersection improvements. A resolution authorizing funding agreements for the Leisure Town Road extension has already been approved by the STA.

Recommendation:

Approve the attached resolution authorizing the Chairman to enter into agreements to receive federal funding for the Peabody/Cement Hill/Vanden Road intersection improvements on the I-80 Reliever Route.

RESOLUTION 97-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE CHAIRMAN TO ENTER INTO AN AGREEMENT WITH
CALTRANS FOR THE FUNDING OF THE PEABODY/CEMENT HILL/VANDEN
ROAD INTERSECTION**

WHEREAS, the I-80 Reliever Route is an Solano Transportation Authority (STA) Priority Project;
and

WHEREAS, the STA has entered into a Cooperative Agreement with the City of Fairfield to
construct improvements to the Peabody/Cement Hill/Vanden Road intersection on the I-80 Reliever
Route; and

WHEREAS, portions of the Peabody/Cement Hill/Vanden Road intersection improvements will
be funded with Surface Transportation Program (STP) funding authorized under the Intermodal
Surface Transportation Efficiency Act (ISTEA); and

WHEREAS, the STP funds are distributed by Caltrans; and

WHEREAS, a Supplemental Agreement between the STA and Caltrans is required to receive STP
funds.

NOW, THEREFORE BE IT RESOLVED that the Solano Transportation Authority hereby
authorizes the Chairman to enter into any Supplemental Agreements required to receive the STP
funding for the Peabody/Cement Hill/Vanden Road intersection improvement project on the I-80
Reliever Route.

Steve Lessler, Chairman
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority (STA), do hereby
certify that the above and foregoing resolution was regularly introduced passed, and adopted by said
STA at a regular meeting held this 8th day of October, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority

October 8, 1997
Agenda Item 7.1



DATE: October 1, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Recommendations for 1998 State Transportation Improvement Program (STIP)

The California Transportation Commission (CTC) adopted a statewide Fund Estimate for the 1998 STIP at their September 18 meeting. Under the adopted Fund Estimate, Solano County has a minimum programming amount of \$28.7 million, and a Bid Target of \$31.6 million for the years 2003-4 and 2004-5 of the seven-year STIP.

However, if enacted into law, SB 45 (Kopp) will dramatically change the current STIP process and delay programming of the 1998 STIP until next year. SB 45 was sent to the governor on September 12. The governor has until October 13 to act on the bill. Although the governor is reportedly inclined to sign the bill, current law requires the CTC, MTC, and the STA to continue with the current STIP process.

In August, the STA Board approved a draft list of three potential STIP projects for Solano County, (Highway 37 project shortfall, Highway 37/29 interchange and I-80 Reliever Route). Since the draft list was approved, more recent estimates from Caltrans show that there will be no shortfall on the Highway 37 widening project. The STA Board must consider final STIP project recommendations at their October 8 meeting in order to meet the MTC October 9 deadline for project submittal.

STA staff has worked with Caltrans District 4 in regard to the potential use of Caltrans discretionary funds to augment our funding opportunities. Under the current STIP process, Caltrans has approximately \$334 million in discretionary funding for northern California. The following STA staff recommendations are based upon the preliminary outcome of those discussions.

In order to maximize this funding opportunity for Solano County, STA staff recommends programming \$15.8 million (\$18 million in escalated dollars) for the I-80 Reliever Route as the first priority for '98 STIP funding and the balance of the STIP funds (approximately \$14 million) toward the 37/29 interchange project. Should Caltrans not commit the use of discretionary funds for the Highway 37/29 interchange project, we recommend programming the balance of the Bid Target to the I-80 Reliever Route. The high cost of the Highway 37/29 interchange exceeds our total Bid Target and could potentially eliminate any funding for the Reliever Route project unless the Reliever Route is given top priority.

Recommendation:

Approve \$15.8 million (\$18 million in escalated dollars) in '98 STIP funding for the I-80 Reliever Route (top priority), and the balance of the Solano County Bid Target toward the Highway 37/29 interchange, contingent on Caltrans discretionary funding of the balance needed to complete this longstanding Highway 37 project (estimated to be approximately \$25-35 million). **PAGE 39**

Background:

I-80 Reliever Route:

The improvements proposed to be funded in the '98 STIP are based upon priorities set in the draft Memorandum of Understanding (MOU) for development of the I-80 Reliever Route project. The proposed improvements follow:

1. \$1.3 million - realignment of Vanden Road to Cement Hill Road.
2. \$4.9 million - construction of an extension of Walters Road to Cement Hill Road (to be combined with \$2.7 million in local funds).
3. \$9.6 million - improvements to Leisure Town Road interchange on I-80 (to be combined with \$12.4 million in local funds).

The cost of this project must be escalated to future year dollars to be compared to the Bid Target, which is in future year dollars. Staff estimates the 2003-4 cost of the Reliever Route improvements at \$18 million.

Highway 37:

Improvements to Highway 37 in Vallejo between the Napa River Bridge and I-80 have been programmed into the STIP since 1982. The segment of Highway 37 from I-80 to Mini Drive has already been improved to a four lane roadway, along with a new interchange at Marine World.

The remaining segments of the project have been separated into three phases. The mitigation for the project, a wildlife refuge in the Guadalcanal Village, is Phase 1. Phase 2 of the Highway 37 project is the widening of the roadway from the Napa River Bridge to Diablo Street. The widening project is currently programmed in the STIP for \$46.7 million for fiscal year 2000-1. The most recent Caltrans estimates show the Highway 37 widening project can be delivered within the current budget. Phase 3 of the Highway 37 project is an interchange at Highway 37 and Highway 29. Caltrans estimates the cost of the interchange project, in 1997 dollars, to be \$38.1 million. This portion of the project is unfunded.

Attached is background material showing the Solano County Minimum and Bid Target, and background on the two proposed projects.

Attachments

1998 STIP COUNTY BID TARGET

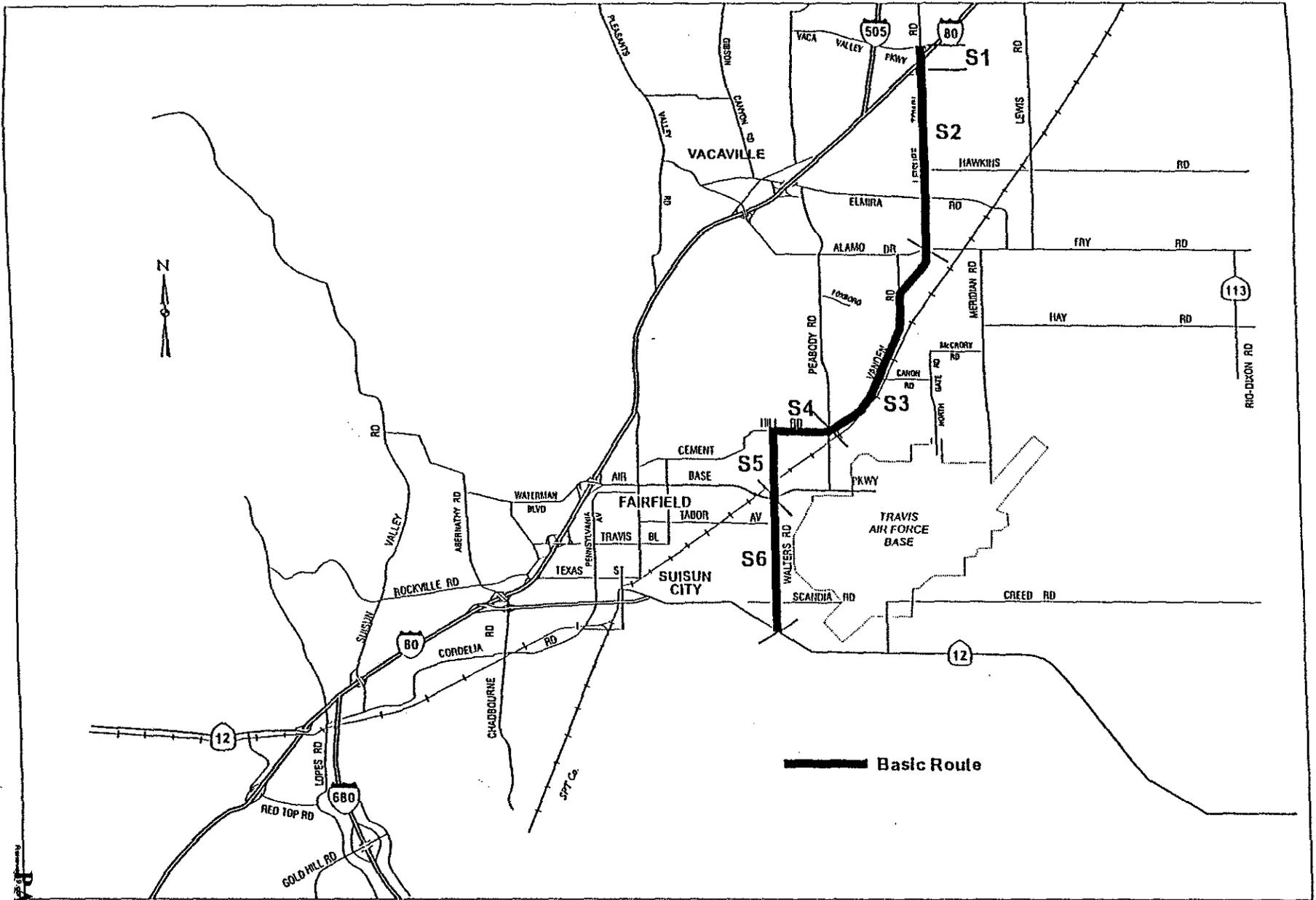
Solano

(\$1,000's)

1	County Minimum Deficit (Period Ending FY 1996/97)	11,177
Early County Minimum Period (Ending FY 2000/01)		
2	Projected County Minimum	23,004
3	Subtotal Available (lines 1 plus 2)	34,181
4	Amount Already Voted/Programmed	46,771
5	Net Balance Available (line 3 minus line 4, if >0)	0
Late County Minimum Period (Ending FY 2004/05)		
6	Projected County Minimum	28,724
7	Amount Already Voted/Programmed	0
8	Net Balance Available (line 6 minus line 7, if >0)	28,724
9	Total County Minimum Balance Available (lines 5 plus 8)	28,724
10	Total 1998 STIP County Bid Target (110% of line 6 minus line 7, if >0, plus line 5)	31,596

Bidding & Programming in the Early Period (Ending FY 2000/01)

- * The Early Period Net Balance (Line 5) represents the amount that will receive highest priority for early year programming.
- * The region may propose additional amounts from its County Bid Target for early year programming. However, additional programming in the early period would require Commission use of discretionary share. The Commission must program at least the Late Period Net Balance (Line 8) in the late period.



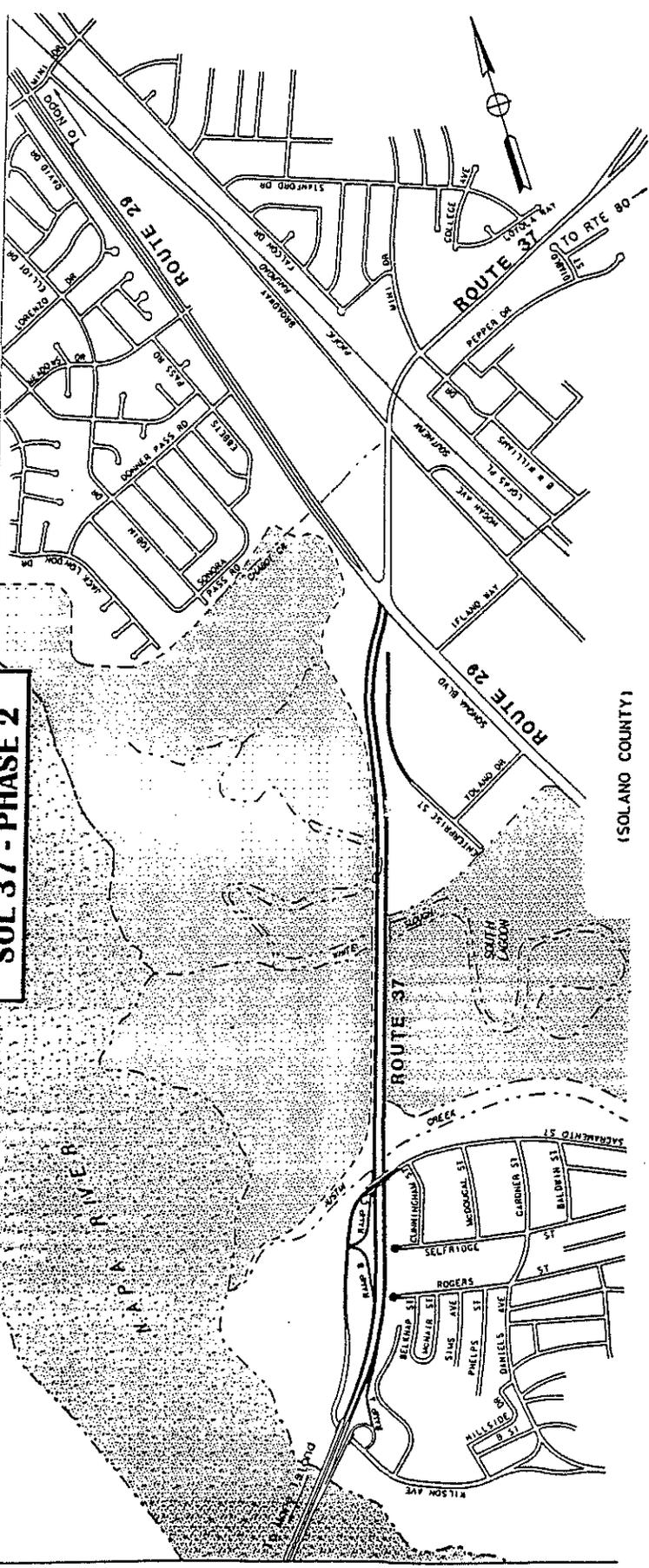
I-80 RELIEVER ROUTE IMPLEMENTATION

Figure 2-5

I-80 RELIEVER ROUTE SEGMENTS

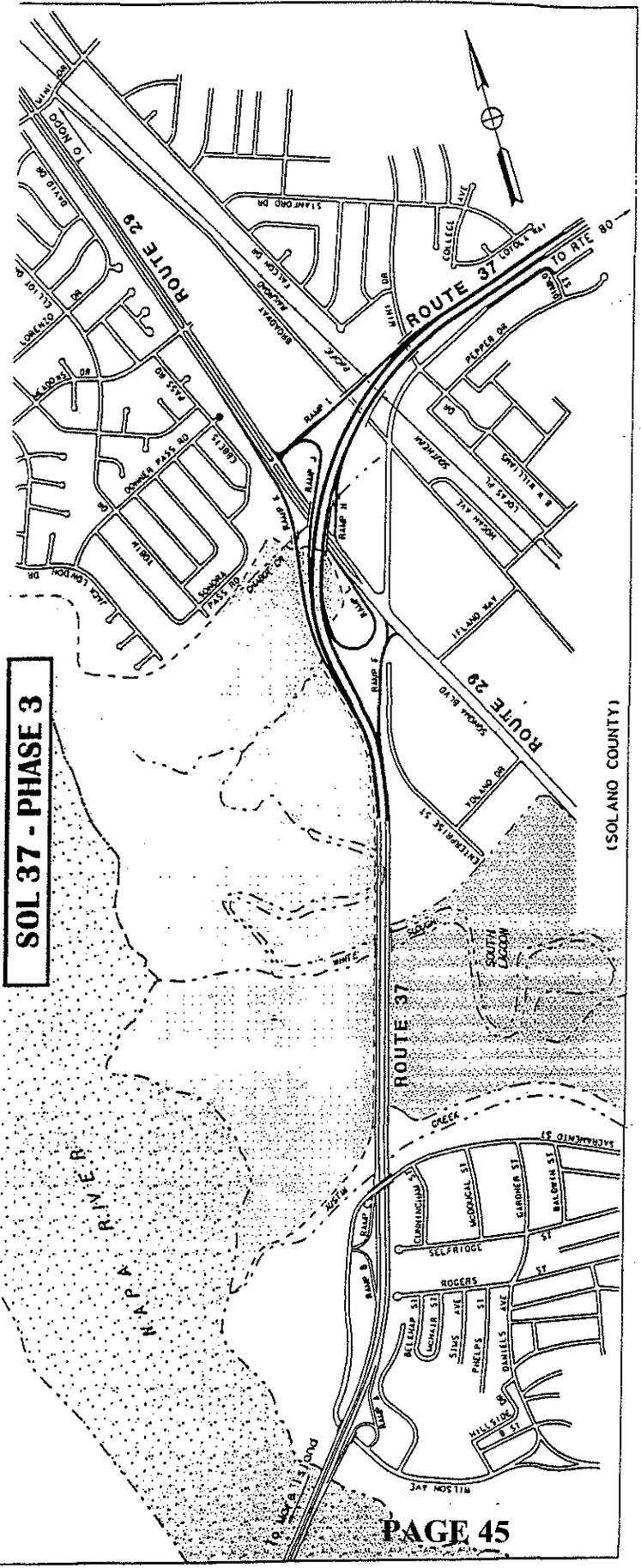
RANK	SEGMENT	LOCAL CONTRIBUTION	STIP REQUEST	TOTAL
1	S3 (Vanden Rd. Realignment to Peabody Rd.)		\$1.3	\$1.3
2	S5 Walters Rd Extension to Cement Hill Rd.	\$2.7	\$4.9	\$7.6
3	S1 Leisure Town Rd. Interchange	\$12.4	\$9.6	\$22.0
4	S3 (Vanden Rd. from LT Ext. to Realignment)		\$9.2	\$9.2
5	S6 (Walters Rd. from Air Base Parkway to East Tabor Ave.)		\$1.2	\$1.2
6	S2 Leisure Town Rd. from I-80 to Alamo Dr.		\$16.9	\$16.9
7	S3 (Leisure Town Rd. Ext.)		\$9.5	\$9.5
8	S4 Cement Hill Rd. from Peabody Rd. to Walters Rd. Ext.	\$4.0		\$4.0
9	S6 (Walters Rd. from E. Tabor Ave. to Bella Vista Dr.)	\$2.5		\$2.5
TOTAL		\$21.6	\$52.6	\$74.2

SOL 37 - PHASE 2



(SOLANO COUNTY)

SOL 37 - PHASE 3



(SOLANO COUNTY)

October 8, 1997
Agenda Item 7.2



DATE: October 1, 1997
TO: STA Board
FROM: Kim Kloeb
RE: 1998-99 Transit Capital Improvements (TCI) program

The state Transit Capital Improvement (TCI) program funds major capital improvements that benefit transit. TCI funds are programmed by the California Transportation Commission (CTC). For the 1998-99 TCI cycle applications are due to MTC by September 30 and to Caltrans by November 1.

This cycle of TCI will be canceled if SB 45 is passed into law. In addition, STA staff understands that funding for the 1998-99 TCI cycle will be limited. The 1998-99 program is estimated to have only \$20 million statewide, compared to \$100 million programmed in the 1997-98 cycle. STA staff recommends proceeding with the process as normal until SB 45 is signed into law.

In order to continue to pursue our successful strategy of coordinating requests for this funding source, STA staff requested that any potential applicants provide proposals to the STA to be considered at the September 24 TAC. The TAC recommendation could then receive a resolution of support from the STA Board at the October 8 STA meeting.

The STA staff received two TCI proposals which were reviewed by the STA TAC. One from Vallejo and one from Benicia. Vallejo proposes \$135,000 in TCI funding for a long range ferry plan. Benicia proposes \$1 million for an Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the proposed Capitol Corridor passenger rail station at the foot of the second span of the Benicia-Martinez Bridge. The Solano Rail Facilities Plan recommended a station at this location.

The STA TAC recommended support of both these TCI requests at their September 24 meeting. STA staff recommends approval of the attached resolution in support of both requests. The resolution will be provided to the MTC Work Program Committee at their November 14 meeting when they review the Bay Area TCI requests for inclusion in the MTC Guideway Financial Plan, a prerequisite for inclusion in the TCI program.

Recommendation

Approve the attached resolution supporting both 1998-99 Transit Capital Improvements requests from Solano County.

Attachments

RESOLUTION 97-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
SUPPORTING 1998-98 TRANSIT CAPITAL IMPROVEMENTS (TCI) PROGRAM
REQUESTS FROM SOLANO COUNTY**

WHEREAS, the California Transportation Commission (CTC) programs state Transit Capital Improvement (TCI) funds for projects that benefit transit in the state of California; and

WHEREAS, the City of Benicia will request TCI funding for the development of a passenger rail station to serve the Capitol Corridor passenger rail service, development of a station at this location was outlined in the Solano Transportation Authority's (STA) Solano Rail Facilities Plan; and

WHEREAS, the City of Vallejo will request TCI funding for the development of a long range ferry service plan to guide the further development of their very successful ferry service to San Francisco; and

WHEREAS, the STA supports the development of intercity transportation in Solano County and the Bay Area; and

WHEREAS, both TCI requests are consistent with the goals and plans of the STA.

NOW, THEREFORE BE IT RESOLVED that the Solano Transportation Authority hereby supports the requests from the cities of Vallejo and Benicia for TCI funding from the 1998-99 TCI cycle.

Steve Lessler, Chairman
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority (STA), do hereby certify that the above and foregoing resolution was regularly introduced passed, and adopted by said STA at a regular meeting held this 8th day of October, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority

Past TCI awards to Solano County

1993-94 Rail Museum	Collinsville Rail line acquisition	\$125,000*
1993-94 STA	Solano Rail Facilities Plan	\$201,000**
1994-95 STA	Fairfield/Vacaville Rail Station	\$498,000
1995-96 Fairfield	Fairfield/Vacaville Rail Station	\$402,000
1996-97 Dixon	Dixon Rail Station	\$336,000
1997-98 STA	Parking improvements Suisun/Fairfield Station	\$591,000

*Reprogrammed to Dixon for 1996-97

**\$125,000 used, \$76,000 reprogrammed to Dixon for 1996-97

DEPARTMENT OF TRANSPORTATION

BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454



August 5, 1997

To: Potential Applicants for FY 1998-99 Transit Capital Improvements Funding

The California Department of Transportation (Caltrans) is now soliciting project applications for the Fiscal Year 1998-99 Transit Capital Improvement (TCI) Program. Enclosed you will find a Uniform Transit Application, instructions for completing the application, the criteria for evaluating state funded transit projects, two new interim review policies, and a schedule showing the deadlines for the submission of the key documents related to this process.

Please note that five original copies of each application with blue ink signatures, along with the appropriate board and/or council resolutions and endorsements, must be submitted to the following address before November 1, 1997:

Caltrans - District 4
Office of Public Transportation
Attention: Wade Greene
P.O. Box 23660
Oakland, CA 94623-0660

An additional original signature copy must be submitted before November 1, 1997, to:

Metropolitan Transportation Commission
Attention: April Chan
101 Eighth Street
Oakland, CA 94607

Last year we did not solicit TCI applications until September, as we had expected the program to be terminated by pending legislation. This resulted in difficulties for the Department, applicants and regional agencies. We hope to avoid such difficulties this year by soliciting applications earlier and adhering strictly to the established deadline for application submittal.

In order for an application to be included in Caltrans' recommendations for the 1998-99 TCI program, it must be included in a Regional Guideway Financial Plan. In this region, the Regional Guideway Financial Plan is prepared and adopted by the Metropolitan Transportation Commission (MTC). In past years we have included a form to be filled out and submitted to MTC for their use in preparing their Plan. This year they have asked that final draft applications be sent to them instead. Please note that MTC will accept applications in final draft form only until September 30, 1997. Any applications received after September 30, 1997

will not be considered for inclusion in the MTC Regional Guideway Financial Plan. The final application along with the appropriate board and/or council resolutions and endorsements are due to Caltrans and MTC before November 1, 1997. Should you need additional information about MTC's requirements, please contact April Chan at (510) 464-7823.

The amount of TCI funds that will be available in FY 1998-1999 has not been determined at this time. We will notify potential applicants when that figure is made available. In accordance with statute, fifty percent of the available TCI funds will be programmed according to county minimums and fifty percent will be programmed at the discretion of the California Transportation Commission (CTC). Fifteen percent of the total amount will be available for intercity rail projects.

The following types of projects are eligible for TCI funding:

- Railroad rights-of-way acquisition
- Bus rehabilitation (*See enclosed new interim policy*)
(Note: SB 226, introduced by the Senate Committee on Transportation, has proposed to add the acquisition of buses as an eligible TCI project under Public Utilities Code Section 99317(a)(2). We will notify potential applicants of the outcome of this bill and whether it will apply to this TCI cycle as soon as that becomes known.)
- Exclusive public mass transit guideways and rolling stock
- Railroad grade separations
- Intermodal transfer stations serving various transportation modes
- Ferry vessels and terminals
- Short line railroad rehabilitation (*See enclosed new interim policy*)

Please pay special attention to the enclosed new interim policies for Bus Rehabilitation projects and Short-Line Railroad projects, which were adopted by the CTC at its April 1997 meeting. They are intended as interim guidelines to be utilized to help resolve whether or not a proposal qualifies for funding under the TCI program.

Applications must be submitted on the enclosed Uniform Transit Application form. Within your application please provide a *map* showing the location of the project. *This map must be legible and capable of being reproduced*, as copies will be provided to CTC Commissioners and other interested persons for review. Supplemental information should be printed on one side of an 8 1/2" x 11" sheet of paper.

Projects for which the CTC has adopted a multi-year funding commitment or which still remain from the 1988 STIP are of high priority for the CTC. Additionally, eligible projects which were submitted for funding in FY 1997-98, but were not adopted in that year's program, may be resubmitted *along with updated financial plans and schedules*.

Please note that nearly all projects must have a 50 percent match for the TCI funded portion of the project. There are two exceptions:

1. Feasibility studies in urban areas, which require a 75 percent match, and
2. Intercity rail projects, which require no local match. Intercity rail projects do, however; require a Uniform Transit Application to be completed in sufficient detail to summarize fully the proposal. If the application does not provide enough information, the Department may require a completed Project Study Report to be submitted with the application.

Should you have any questions about the TCI application process, please call me at (510) 286-5541.

Sincerely,

HARRY H. YAHATA
District Director

By: 

WADE GREENE, Chief
State Grants Branch
Office of Public Transportation

October 8, 1997
Agenda Item 7.3



DATE: October 1, 1997
TO: STA Board
FROM: Martin Tuttle
RE: 1996-97 STA Audit

The draft audit of the STA for FY 1996/97 has been submitted by Macias, Gini and Company. The auditor, Andy Sisk will brief the board on findings of the audit at the meeting and will provide copies of the final audit.

As per the memorandum from the City of Vacaville Finance Department (Attachment 1), there is a net fund balance of about \$99,549 after adjusting for the previous year fund balance already budgeted for 1997/98. This balance is primarily the result of unused salaries and benefits (\$33,570), services and supplies (\$61,067), and interest (\$4,912). The source of the fund balance is from gas tax contributions that are flexible funds available for any priority project. Staff is recommending that about half of these funds (\$50,000) be programmed at this time for miscellaneous project development activities, subject to STA TAC and Board approval. This would increase the originally programmed \$100,000 budgeted for 1997-98 project development activities to \$150,000. The remaining unbudgeted fund balance (about \$49,549) would be carried over into 1998-99.

Recommendation

Approve the 1996-97 Audit and budget the expenditure of \$50,000 of 1996-97 fund balance from gas tax contributions (about half of the net fund balance available) into miscellaneous project development activities for the remainder of the 1997-98 fiscal year.

COUNCIL MEMBERS
DAVID A. FLEMING, Mayor
LEN AUGUSTINE, Vice Mayor
PAULINE CLANCY
ERNEST KIMME
RISCHA SLADE



Attachment 1

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

DATE: September 30, 1997

TO: Martin Tuttle, Executive Director
 Solano Transportation Authority

FROM: Dawn Del Ponte, Accountant
 City of Vacaville

SUBJECT: General Fund, 6/30/97 Fund Balance

As you requested, I have reviewed the fund balances reported in the Solano Transportation Authority's (the Authority) Draft General-Purpose Financial Statements for the year ended June 30, 1997. The Special Revenue Funds' use of fund balance is legally restricted by grant agreements. The General Fund obtains its revenue from the Cities and County on the Authority's Board and expends these funds as approved by the Board.

The General Fund unreserved Fund Balance at June 30, 1997 is reported in the Draft as \$152,915. The Authority has already budgeted the use of \$53,366 of this balance for 1997/98, which leaves \$99,549 available for future allocations by you and your Board. Please note that this number comes from a draft document and changes are possible; however, no changes to the General Fund balance are anticipated.

DEPARTMENTS: Area Code (707)

Building 449-5132	City Attorney 449-5105	City Manager 449-5100	Finance 449-5117	Fire 449-1838	Personnel 449-5101	Planning 449-5140	Police 449-5200	Public Works 449-5170	Community Services 449-5654
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October 8, 1997
Agenda Item 8.1



DATE: October 1, 1997
TO: STA Board
FROM: Dan Christians
RE: Compliance Determination for 1995 CMP and Proposed 1997 Congestion Management Plan

In accordance with the 1995 Congestion Management Program, all member jurisdictions have submitted their CMP contributions for 1997-98 and level of service calculations have been received for all CMP network segments. A few segments along I-80 have decreased somewhat in the north county and are beginning to approach the standards adopted in the first CMP in 1991. Although none of the adopted standards appear to have been exceeded at this time, there are some adopted "E" segments along I-80 near Dixon and Vacaville that are approaching "F" and need to be monitored closely in the next CMP. In addition, there are some other segments, primarily in Suisun City on Highway 12 that have improved because of recent road improvements completed last year.

As requested by MTC, attached is our new 1997 CMP that incorporates some various changes such as the elimination of both trip reduction ordinances and quarterly reports and describes the comprehensive updating of the Solano Countywide Traffic Model. Otherwise the basic purpose and use of the CMP remains about the same and is still considered a basic planning tool of CMA's since it supports MTC efforts in the metropolitan planning process.

Also, we have updated our 7-year Capital Improvement Program to reflect the major projects expected to be funded from various programs over the next seven years. The final STIP projects would be folded into the program after they are approved by the Board.

As required by the state statutes, this item has been advertised as a public hearing to allow an opportunity for any comments from the public prior to adoption.

Recommendations

Hold a public hearing and adopt the resolution determining that all member jurisdictions are in compliance with the 1995 CMP and approve the 1997 CMP subject to incorporating the final STIP projects into the CIP.

RESOLUTION NO.

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
DETERMINING COMPLIANCE WITH THE 1995 CMP AND
APPROVING THE 1997 SOLANO CONGESTION MANAGEMENT PROGRAM**

WHEREAS, Government Code 65089 et seq. (as amended by AB 2419-Bowler), states that a congestion management program shall be developed, adopted and biennially updated for every urbanized county; and

WHEREAS, a public hearing notice was advertised in a newspaper of general circulation; and

WHEREAS, the Solano Transportation Authority (STA) is designated the congestion management agency for Solano by a Joint Powers Agreement executed by the cities and county of Solano; and

WHEREAS, the 1995 CMP will be superseded by this 1997 CMP which was prepared in accordance with state, regional and local guidelines and input from MTC, the cities and county.

NOW, THEREFORE BE IT RESOLVED that the STA Board hereby determines that all member jurisdictions are in compliance with the 1995 SOLANO CONGESTION MANAGEMENT PROGRAM.

NOW, THEREFORE BE IT FURTHER RESOLVED that the STA hereby adopts the 1997 SOLANO CONGESTION MANAGEMENT PROGRAM dated October 1997 and forwards it to MTC for final review and approval.

Steve Lessler, Chairman
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 8th day of October, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority



**1997 SOLANO
CONGESTION MANAGEMENT
PROGRAM**

Solano Transportation Authority

October 1997

1997 SOLANO CONGESTION MANAGEMENT PROGRAM

**Adopted by the Solano Transportation Authority by
Resolution No. ___ on _____ .**

**The preparation of this report has been financed through a grant from the U.S. Department
of Transportation and the Federal Highway Administration under the
Intermodal Surface Transportation Efficiency Act of 1991.**

**Content of this report does not necessarily reflect the
official views or policy of the U.S.
Department of Transportation.**

Solano Transportation Authority

**Steve Lessler, Chairman , City of Fairfield
Don Erickson, Vice-Chairman , City of Dixon
Jerry Hayes, City of Benicia,
Fred Harris, City of Rio Vista
Barbara Kondylis, County of Solano
James Spering, City of Suisun City
Rischa Slade, City of Vacaville
Bill Patchell, City of Vallejo**

October 1997

ACKNOWLEDGMENTS

Technical Advisory Committee

**Dan Schiada, City of Benicia
Janet Koster, City of Dixon
Morrie Barr, City of Fairfield
Michael Lee, City of Rio Vista
Paul Wiese, County of Solano
Otto Bertolero, City of Suisun City
Gian Aggarwal, City of Vacaville
Gary Leach, City of Vallejo**

Transit Technical Advisory Committee

**Alan Nadritch and Evelyn Hayden, City of Benicia
Randy Davis and Jaime Elliot, City of Dixon
Kevin Daughton and Mike Delude, City of Fairfield
Trent Fry, City of Vacaville
Pam Belchamber and Doug Vandakar, City of Vallejo**

Solano Transportation Authority Staff

**Martin Tuttle, Executive Director
Kim Kloeb, Principal Project Manager
Dan Christians, CMP Sr. Project Manager
Matt Todd, Project Manager
Stacy Medley, Office Manager**

Metropolitan Transportation Commission Staff

**David Murray
Michelle Morris Brubaker
Ed Stewart**

1997 Solano Congestion Management Program

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1997 Solano Congestion Management Program

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Appendices

SOLANO TRANSPORTATION AUTHORITY CONGESTION MANAGEMENT PROGRAM

SECTION 1

EXECUTIVE SUMMARY

The Congestion Management Program (CMP) is a statutory requirement of counties that contain a population center of 50,000 or more. The legislation was originally part of the transportation package passed by the legislature and approved by the electorate as Proposition 111 in 1990. According to the initial implementing state legislation (AB 471 and AB 1791) that called for Congestion Management Programs to be prepared, the purpose of CMP's was to establish a procedure to alleviate or control anticipated increases in roadway congestion to ensure that federal, state, and local agencies join with transit operators, business, private and environmental interests to implement comprehensive strategies needed to develop appropriate strategies and responses to transportation needs. In 1996, the legislature passed AB 2419 (Bowler) which modified some of the CMP requirements and eliminated the term "trip reduction" and removed the requirement for adoption of a trip reduction and travel demand ordinance by local jurisdictions. The STA prepared this CMP biennial update to monitor the major congestion, transportation improvements and programs in Solano but modified some of the processes in order to streamline the program. This program also ensures that local gas tax subventions (authorized by Proposition 111) and federal funding through Surface Transportation Program and Congestion Mitigation and Air Quality Program continue to be received by Solano jurisdictions.

The Metropolitan Transportation System (MTS) is the Bay Area's mulimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight. The MTS is the focus of MTC's planning and investment activities.

Also, the updated CMP consistency guidelines of the Metropolitan Transportation Commission (MTC) have been referenced to ensure compliance of the CMP with the Regional Transportation Program (RTP). The RTP is the 20-year regional transportation program, prepared by MTC with input from the congestion management agencies, to respond to transportation needs throughout the nine Bay Area counties including Solano.

The first CMP for Solano was adopted by the Solano Transportation Authority (STA) in 1991. It was updated and amended in 1993 and 1995. This is the fourth CMP for Solano. It describes the decisions adopted by the STA to continue with applicable sections of and to include new provisions of AB 2419 and follows MTC Resolution No. 2537, as revised, regarding consistency of the CMP with the RTP.

The Program is intended to enhance or maintain mobility on the transportation system, encourage examination of the links between land use decisions and the transportation system, arrange for mitigations for the effects of land use decisions on the countywide transportation system.

PAGE 62

improve air quality, increase the use of alternate transportation modes to the single occupant automobile, improve the efficiency of the existing transportation system, and plan for the future coordination of land use and transportation decisions.

The CMP legislation allows each congestion management agency (CMA) to prepare and adopt a congestion management program (CMP) and to monitor conformance to that program of local agencies within the county. The STA has been designated as the CMA for Solano. This CMP is to be implemented and biennially updated, consistent with the schedule for adopting the Regional Transportation Program (RTP).

The CMA has the ability to withhold the increase in the gas tax subvention to cities and counties, in accordance with the passage of Proposition 111. In Solano this sum will total an estimated \$33 million over ten years for the eight member jurisdictions.

To be effective the CMP must be a program of cooperation rather than confrontation. To this end, this document was created through a joint effort of the cities and the county. The Solano Transportation Authority policy board consists of one representative from each of the seven city councils and one member of the board of supervisors. Staff of the public works, transit and planning functions of each agency have aided in the preparation of this program.

This CMP has the following elements:

- 1) A system of streets and highways that is to be monitored biennially;
- 2) Level of Service Standards to measure roadway congestion for all state highways and principal arterials.
- 3) Performance Element including performance measures to evaluate current and future multimodal system performance.
- 4) A voluntary trip reduction and travel demand element;
- 5) A program to biennially update and plan for the impact of land use decisions on the transportation network;
- 6) A seven-year capital improvement program for transportation system improvements; and
- 7) A countywide transportation model based on a uniform data base on traffic impacts consistent with the MTC Checklist for Modeling Consistency for the 1997 CMP's.

Some tasks involved in maintaining the CMP have been placed on the individual jurisdictions. Every two years the jurisdictions must certify to the STA that the requirements of the program have been fulfilled.

The Level of Service for the county CMP system has been set at Level E except for roadways already operating at Level F. Performance measures are used to determine the effectiveness of projects included in the Capital Improvement Program. They will also be useful to decide the effectiveness of proposed actions in deficiency plans.

The CMP legislation and MTC guidelines also try to ensure CMP consistency with pertinent air quality plans. Since the western half of Solano County is in the Bay Area Air Quality Management District (BAAQMD) and the eastern half is in the Yolo-Solano Air Quality Management District (YSAQMD) air quality consistency is a little more involved process than in some counties.

In 1996, although the BAAQMD's eliminated Regulation 13, Rule 1, which had required large employers to develop and implement trip reduction programs and measures, Solano jurisdictions continue to voluntarily promote air quality improvements by a number of effective ways. These include use of clean air funds to promote intercity transit and ridesharing programs.

The analysis and mitigation of impacts to the transportation system caused by land use decisions will now be monitored on a biennial basis by compiling and monitoring the traffic impacts created by increased land use densities authorized by general plans for STA jurisdictions in which the project is planned. Our countywide traffic model will be periodically updated to reflect changes in projected jobs and housing units.

The STA and its member jurisdictions, with its anticipated rapid growth, will continue to monitor the mobility requirements of the CMP to insure that adequate mobility will continue to be maintained throughout all Solano jurisdictions.

SECTION 2

INTRODUCTION

The Congestion Management Program (CMP) is a planning tool for California counties that contain an urbanized area with a population of 50,000 or more as specified by AB 2419, adopted in 1996.

The legislation allows the local Congestion Management Agency (CMA) to prepare, monitor, and update the CMP. In Solano, the STA has been given this responsibility and it has now been revised three times.

The major goal of this CMP is to maintain mobility on Solano's streets and highways and conform with MTC's 20-year Regional Transportation Plan (RTP) and the Metropolitan Transportation System (MTS), the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight. The MTS is the focus of MTC's planning and investment activities. A smoothly operating transportation system is vital to the economic welfare of the citizens of the county and region. A gridlocked transportation system adds pollution to the air and diminishes the attractiveness of Solano to individuals and to the business community.

This CMP aims at maintaining a high level of transportation system operations by requiring analysis of the effects of land use decisions on the transportation system, coordinating those decisions, and mitigating the impacts to the system on an area-wide, multi-jurisdictional basis. It is hoped that new self-help funding resources might be approved in the future to help improve the entire transportation system and keep pace with new growth projected for the area.

According to the Bay Area Air Quality Management District, it is estimated that motor vehicles contribute approximately 70% of the Bay Area's carbon monoxide and more than 50% of the reactive organic gases and nitrogen oxides, commonly called smog. Although Solano has occasionally experienced ozone and particulate matter concentrations higher than the federal and State's health-based standards, in 1995 the Bay Area region was designated an "Attainment Area" for ozone under the federal standards (although attainment of the stricter State ozone standards has not been obtained). In addition the eastern portion of Solano County is located within the Yolo-Solano Air Quality Management District which still continues to be a non-attainment area. To help maintain clean air standards the County has a ridesharing program (Solano Commuter Information), which is considered one of the best in California.

Solano Commuter Information (SCI) funded the recent "Commute Profile '96", prepared by RIDES for Bay Area Commuters in July 1996. This report studied Bay Area commuter characteristics and indicated that while 66.6% of all drivers commute alone in Solano, 23.5 % of all Solano commuters carpool or vanpool to work. Both the drive alone rate and the carpool/vanpool

rate are above the Bay Area average. Only 4.5% of Solano residents use transit to travel to work. The "1990 Census" indicated that the average commute vehicle occupancy was 1.136 persons per vehicle. The average one-way commute distance among residents of Solano County is 23.1 miles and those commuters spend an average of 30.5 minutes traveling to work and 32.6 minutes traveling from work to home. Seventy-four percent of Solano County commuters start work during the peak period, 6:00 to 10:00 a.m., and eighty percent of the County's residents have free all-day parking available at their work sites. Much of the County's traffic congestion is located along the Interstate 80 and 680 corridors.

In an increasingly crowded state the land use decisions of one jurisdiction often cause impacts on transportation facilities located in other jurisdictions. The idea that the jurisdiction causing the impacts should also mitigate them is an evolutionary step toward relieving traffic congestion in Solano.

The Congestion Management Program is a tool through which the Congestion Management Agency can insure that mobility is to be maintained. To enforce the CMP requirements the CMA can withhold the increment of gasoline tax funds subvented to local agencies through the passage of Proposition 111. In Solano, this funding is expected to total \$33 million by the year 2000.

The key to maintaining mobility, however, is not coercion but cooperation. To that end, Solano's previous CMP's and this update have been prepared through the efforts and with the support of each of the member jurisdictions.

Geography

Situated between the two largest population centers in northern California, Solano County occupies 823 square miles of land just north of the Carquinez Straits. Included in the County is the Suisun Marsh, the largest estuarine marsh in the United States, containing 80 square miles— nearly 10 percent of the total area of the County.

Solano County can be divided into two distinct topographic types. The northeastern portion of the county is part of the Sacramento Valley Air Basin and is typified by low-lying, flat terrain punctuated by areas of rolling hills. The southwestern part of the county has features similar to much of the remainder of the San Francisco Bay Area -- steep hills that at times extend down to the shoreline with small to medium-sized valleys between.

Roads

Solano has 162 centerline miles of state-maintained roads. Of this, 69 miles are in urban areas. The remaining 1482 centerline miles of public roads, split 58 percent/42 percent between city and county, are maintained by local jurisdictions. The major east-west Interstate Highway in northern California, I-80, passes through the center of the county connecting the remainder of the Bay Area with Sacramento and extending eastward. Interstate 680 is a north-south freeway that connects I-80 with I-580 at Dublin and Highway 101 at San Jose. Interstate 780 connects I-80 and I-680 in Southern Solano County. Interstate 505 connects I-80 at Vacaville with I-5 to the north. In addition to the Interstates there are seven State Routes within Solano County.

In 1994, Caltrans indicated that a total of 2,510,000,000 vehicle miles were traveled on the state highway system that runs through Solano County ("TPSIS Users Release No. 139 dated June 7, 1995). This is up approximately 6% from 1991 (or an average increase of about 1.5% per year) since the first CMP was prepared.

Transit

Each city in the county offers public fixed-route and/or demand-response transit service. Also, several of the cities and the county operate jointly to provide fixed-route lines which permit travelers to reach all of the cities in Solano. In addition, intercounty bus service between Vallejo, Benicia and Pleasant Hill BART, Fairfield-Suisun and Vallejo and El Cerrito del Norte BART, Vacaville and Fairfield-Suisun and Pleasant Hill BART, Napa and Vallejo and Fairfield-Vacaville-Dixon and Davis is provided. Also, ferry boat service is provided between Vallejo and San Francisco.

In addition, to publicly funded services, there are several private for-profit transit systems that operate in the county. These include Greyhound and several commute-oriented providers. -The Capitol Corridor intercity rail service, operated by the recently formed Capitol Corridor Joint Powers Board (CCJPB), stops at the Suisun/Fairfield station in Solano providing four round trips per day.

This service is proposed to eventually be increased up to ten daily round trips with additional stops at stations in Benicia, Dixon, and Fairfield/Vacaville.

A variety of paratransit is provided in the county. Each of the cities have intracity dial-a-ride services and the STA and Vallejo operate intercity dial-a-ride services. In addition, most of the jurisdictions have taxi-assist programs and the City of Fairfield provides an elderly volunteer driver program. Several private non-profit programs offer paratransit services to their clients.

Bicycle/Pedestrian

In 1997, there were approximately 270 miles of regional roadways in Solano that were either used for bikeway facilities or that could potentially be used for bikeway facilities. Of the 270 miles, about 100 miles contained existing bike lanes much of which was contained in the incorporated cities. In addition about 16 miles of regionally significant off-street bike/pedestrian paths were identified. It is estimated that approximately 2.3% of all Solano commute trips are made by bicycle or walking.

Vanpools/Carpools

Approximately 300 vanpools operate from Solano County. Solano has the strongest vanpool market in the Bay Area and nearly the largest in the state. Solano Commuter Information supports these vanpools and assists dozens of new vanpools formed each year. Combined with a strong carpool market, about 23.5% of Solano home-to-work commuters actively carpool or vanpool.

Population

Solano County has experienced rapid growth over the past fifty years as indicated by the table below.

Table I Population by Jurisdiction 1940 - 1995

U.S. Census Figures	1940	1950	% Diff.	1960	% Diff.	1970	% Diff.	1980	% Diff.	1990	% Diff.	1995	%Diff.
Benicia	2,419	7,284	201.1%	6,070	16.7%	7,349	21.1%	15,376	109.2%	24,437	58.9%		
Dixon	1,108	1,714	54.7%	2,970	73.3%	4,432	49.2%	7,541	70.1%	10,401	37.9%		
Fairfield	1,312	3,118	137.7%	14,968	380.1%	44,146	194.9%	58,099	31.6%	77,211	32.9%		
Rio Vista	1,666	1,831	9.9%	2,616	42.9%	3,135	19.8%	3,142	0.2%	3,316	5.5%		
Suisun City	706	946	34.0%	2,470	161.1%	2,917	18.1%	11,087	280.1%	22,686	104.6%		
Vacaville	1,614	3,169	96.3%	10,898	243.9%	21,690	99.0%	43,367	99.9%	71,479	64.8%		
Vallejo	20,072	26,038	29.7%	60,877	133.8%	71,710	17.8%	80,303	12.0%	109,199	36.0%		
Uninc.	20,221	40,733	200.3%	33,728	-44.5%	16,436	-51.3%	16,288	-0.9%	21,692	33.2%		
Total	49,118	104,833	113.4%	134,597	28.4%	171,815	27.7%	235,203	36.9%	340,421	44.7%	379,350	11.4%

In its "Projections 96+" report, the Association of Bay Area Governments predicts the following growth for the county for the next 20 years:

YEAR	POPULATION	% GROWTH
1995	379,350	
2000	423,300	11.6%
2005	472,200	11.6 %
2010	513,400	9.1 %
2015	531,700	3.6 %

Maintaining mobility under these conditions will be a challenge.

The remainder of this document contains a section discussing each of the elements included in this CMP plus a discussion of the way by which the STA will determine the consistency of each of the jurisdictions with this program.

SECTION 3

THE SYSTEM AND LEVEL OF SERVICE STANDARDS

The purpose of this element of the CMP is to determine how and where congestion should be measured on highways, roads, and streets in the county.

In this determination, the legislation sets several requirements and parameters: 1) all of the state routes must be included in the system of roadways to be monitored; 2) once a roadway is included in the system, it cannot be deleted; 3) the Level of Service (LOS) benchmark which cannot be exceeded without penalty can be no lower than LOS E unless the roadway is already at LOS F; 4) the method of measuring LOS is restricted to either the most recent version of the Highway Capacity Manual (HCM) or the Transportation Research Board's Circular 212 unless the Metropolitan Transportation Commission finds that another requested method is equivalent.

THE SYSTEM

All of the state routes within the county must be included in the system. In addition, the legislation requires the inclusion of "principal arterials". A cooperative method was used to generate the list of principal arterials. Each jurisdiction submitted a proposed list of roads and streets for inclusion. After discussion among the jurisdictions a consensus was reached on which routes should be included based upon the following criteria:

1. A primary system consisting of all State highways within Solano.
2. A secondary system consisting of principal arterials which provide connections from communities to the State highway system and between the communities within Solano.

The system selected is as follows. A map of the system appears on page 12.

State Routes

Interstate 80
Interstate 505
Interstate 680
Interstate 780
State Route 12
State Route 29
State Route 37
State Route 84
State Route 113
State Route 128
State Route 220

Local Arterials

In Benicia:

Military East
Military West

In the Unincorporated Area:

Peabody Road
Walters Road

In Fairfield:

Peabody Road
Walters Road
Air Base Parkway (from Walters Road to Peabody Road)

In Suisun City:

Walters Road

In Vacaville:

Peabody Road (from California Drive south to the city limit)
Vaca Valley Parkway (from I-80 to I-505)
Elmira Road (from Leisure Town Road east to the city limit)

In Vallejo:

Tennessee Street (between Mare Island Way and I-80)
Curtola Parkway (from Lemon Street to Main Street)
Mare Island Way (from Maine Street to Tennessee Street)

The above descriptions of Local Arterials define the roadway as it is currently named and its general routing. If one of the Local Arterials is rerouted, then the rerouted road - not the old roadway - is considered to be in the system. If the State abandons a route, it no longer exists as a

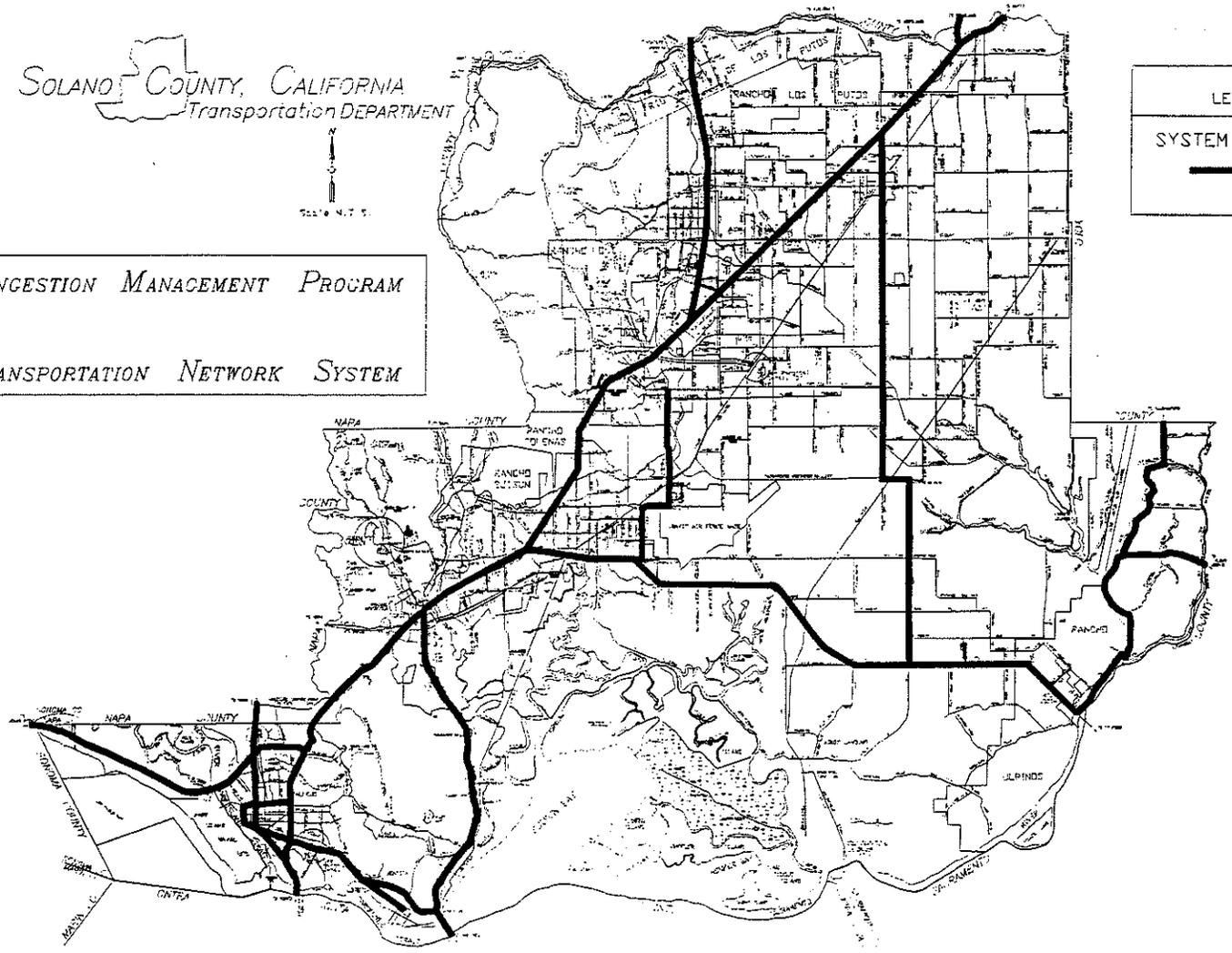
SOLANO COUNTY, CALIFORNIA
Transportation DEPARTMENT



CONGESTION MANAGEMENT PROGRAM
TRANSPORTATION NETWORK SYSTEM

LEGEND

SYSTEM NETWORK



MAP 1

SOURCE: SOLANO TRANSPORTATION AUTHORITY 1991

State Route and is not contained in the system unless action is taken by the Solano Transportation Authority to include it. The system does not include interchange ramps.

LEVEL OF SERVICE STANDARDS AND MEASUREMENT

The minimum level of service (LOS) standard throughout the system shall be E except at those locations where the initial LOS measurement (calculated for the 1991 CMP) was already at F.

The LOS level does not preclude any agency (federal, state or local), from setting higher standards for their own planning purposes. Agencies are encouraged to maintain higher levels of service where possible. If actual LOS falls below the minimum standard agencies face the possible sanction of loss of the gas tax increment provided by Proposition 111.

Different types of locations require different techniques for LOS measurement as follows:

- 1) LOS should be assessed at intersections where system principal arterials meet. Such intersections should be measured using the Circular 212 method.
- 2) For the mainline freeways and highways, the LOS level should be determined by the adjoining member jurisdiction using the HCM on various segments. The segments correspond to those shown in the Caltrans Route Segment Report (RSR). If no other source of data is readily attainable from Caltrans, the most recent RSR may be used as the source of traffic data to determine LOS along any segment in the state system. The STA will continue to work closely with Caltrans to determine the nature, criteria and schedule of their data to be collected and used for assessing LOS, and the facilities for which this data will be utilized.
- 3) Several arterials in the system do not intersect other system segments for considerable distances. In these cases, the STA will determine where segment level LOS must be determined. The method of determination shall be the HCM. The current list of arterials that fall into this category and the location of segment LOS measurement is:

Arterial	Segment Measurement Limits
Military Way in Benicia	Between West 3rd and West 5th
Walters Road in Suisun City	Between Scandia and Prosperity
Walters Road in Solano County	Between Fairfield and Suisun
Peabody Road in Solano County	Between Fairfield and Vacaville
Peabody Road in Vacaville	South of California Drive
Elmira Road in Vacaville	East of Leisure Town Road

Each jurisdiction is responsible for the measurement of LOS on segments or intersections within its jurisdiction. In cases where Caltrans RSR segments cross the boundaries of two or more jurisdictions, the jurisdiction with the greatest number of road miles within the RSR segment shall be responsible for monitoring and reporting to the STA. If there is a dispute, the STA shall determine which agency must monitor and report.

The jurisdiction with monitoring and reporting responsibility may use either operations or planning procedures for the LOS determination. Once a procedure is chosen (either planning or operations) and a report is made to the STA, that procedure must be used in all future reports. If a jurisdiction desires to change the service assessment procedure it must first include in its annual report for no less than three years the results of both planning and operations measurements. At the end of that period the STA may allow the requested switch in procedure. As a condition of the change in procedure the STA may require that an adjustment factor be included in the calculations.

Level of Service measurements must be reported to the STA on a biennial basis at a time and in a form to be determined by the STA (see Appendix A). The measurements shall be for peak hour post meridian traffic for local arterials and for whatever peak period (hour, day, or month) is readily available from Caltrans for state routes. The measurements should be from a weekday during the months of March through June.

The various jurisdictions have provided measurements of listed intersections and road segments, along with a standard and method for assessing LOS, as part of the biennial determination of conformity to the requirements of the CMP in September 1997. The results are contained in Appendix G.

The biennial LOS measurements submitted to the STA may exclude trips generated by any of the following:

- 1) Interregional travel
- 2) Impacts caused by construction, rehabilitation or maintenance of the CMP system
- 3) Freeway ramp metering
- 4) Traffic signal coordination if such coordination is done by the state or multi-jurisdictional agencies
- 5) Traffic generated by low or very low income housing as designated by standards established by state and federal agencies and by the Association of Bay Area Governments
- 6) Traffic generated by high density residential development located within 1/4 mile of a fixed rail passenger station or traffic generated by any mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area of the mixed use development is used for high density residential housing

The methodology for determining these exclusions shall be consistent with the MTC regional model. Jurisdictions may use the license plate data, dated July 12, 1991, prepared by DeLeuw Cather, and available from the STA. Reasoning and supporting measurements of such traffic

exclusion is the responsibility of the submitting jurisdiction and should be submitted in writing to the STA for review and approval. The STA shall make a final determination concerning the acceptability of the method used for such exclusions.

For any new segment added to the system the initial LOS measurement shall be for a peak post meridian period on a weekday in May or June of the year of inclusion. This initial measurement will determine the LOS standard for that segment.

SECTION 4

PERFORMANCE ELEMENT

This element sets forth performance measures to evaluate current and future multimodal system performance for the movement of people and goods. As a minimum, these performance measures are to incorporate highway and roadway system performance, measures established for the frequency and routing of public transit, and for the coordination of transit services provided by separate operators. These measures support mobility, air quality, land use and economic objectives and are used in the development of the capital improvement program, deficiency plans and the land use impact program.

MULTIMODAL SYSTEM PERFORMANCE MEASURES

One of the key emphases is on "multimodal system performance." While this measurement is not as precisely defined such as with LOS measurements, the purpose of these measures are to identify either individually or as a group, how the countywide transportation system (including all modes), is performing. The LOS measurements which provide the STA with information regarding the performance of the highways and principal arterials, and this element will help determine how the transportation system as a whole is performing.

In Solano it was decided that the criteria for the selection of performance measures should include:

- 1.) Ease of measurability and accessibility of data
- 2.) Forecastability
- 3.) Variety of locally accepted modes

PERFORMANCE MEASURES FOR SOLANO CMP

The following performance measures were selected for the Solano CMP:

- 1.) Level of Service: This measurement provides an overview of congestion management in Solano. It has already been included in the CMP for the past six years and provides an on-going way to compare changes to the system on an annual basis. It is a widely accepted way to identify existing traffic conditions and to plan the most effective improvements to the highways and roadway system. This measurement is discussed in Section 2 and the standards and existing LOS for each of the CMP road segments is contained in Appendix G.

- 2.) Travel Times To and From Work: These travel times are documented in the Commute Profiles approximately every two years. In 1993, the average commute time was 31.4 minutes, in 1994 it was 32.9 minutes and in 1996 it was determined to be 31.6 minutes. A comparison of travel times, over time, will be compiled for subsequent CMP updates.
- 3.) Ridership for Intercity Transit: This measure will calculate the number of riders that use intercity transit per day. The data will be compiled, over time, from operators which are responsible for any of the existing or proposed intercity routes evaluated in the Solano Intercity Transit Concept Plan . A more detailed discussion of existing transit services available as well as the major proposals in this concept plan are described later in this program.
- 4.) The purpose is to ensure that bicycle and pedestrian improvements are included , where appropriate, in the CMP's Capital Improvement Program and as recommended in the Solano Countywide Bicycle Plan. This plan proposes a major countywide bicycle system with a primary route following the Union Pacific right-of-way from Davis-Dixon-Vacaville-Fairfield; then through Fairfield's Linear Park to I-80; then adjacent to I-80 along the former State Route 40 right-of-way to Vallejo. A secondary system is proposed along other state and county roads and intercity arterials.
- 5.) Multimodal Split: This compares the above measures 2, 3 and 4 for each CMP update. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing and telecommuting, single occupant vehicles (as a percentage of all modes) will continue to drop. The current estimated mode split and some projected percentages over the next 20 years for each mode are as follows:

MULTIMODAL SPLIT PROJECTIONS FOR SOLANO

	<u>Mode: Single-Occu.</u> <u>Vehicles</u>	<u>Transit/</u> <u>Bus/Ferry</u>	<u>Carpool/</u> <u>Vanpool</u>	<u>Bicycle/</u> <u>Pedes./Tele./</u> <u>Other</u>	<u>Rail:</u> <u>Capitol</u> <u>Corr.</u>
<u>Existing Year</u>					
1990	73.9%	2.3%	19.0%	4.7%	0.1%
1993	68.1%	3.9%	25.4%	2.5%	0.1%
1994	72.0%	2.9%	22.3%	2.7%	0.1%
1995	72.8%	2.5%	21.5%	3.1%	0.1%
1996	66.6%	4.5%	23.1%	5.7%	0.1%
<u>Projected Year:</u>					
2000	64%	6%	23.1%	6.4%	0.5%
2005	61%	8%	22.5 %	7.0%	1.5%
2010	59%	9%	22.5%	7.5%	2.0%
2015	55.5%	11%	23.0%	7.8%	2.7%

NOTE:

The above listed (Existing) percentages are based upon data summarized from the annual (Commute Profiles" as well as estimates from other transit and transportation studies and projections recently prepared by the STA. Each member jurisdiction should strive to achieve these goals although they are not intended to be a strict standard that must be met to conform with the CMP. LOS standards are the only standards to be used for the purpose of conformity and to determine whether or not a deficiency plan would be required.

EXISTING PUBLIC TRANSIT SERVICES

The following is a brief description of existing general public service currently available in Solano.

City of Vallejo

The City of Vallejo has the most extensive public transit service in Solano. Fixed-route service is offered through six regular intra-city routes using a fleet of 49 buses. Regular inter-city service is offered Monday through Saturday.

An inter-city service called BARTLink, started in 1987, provides a direct connection between Fairfield, Suisun City and Vallejo and the El Cerrito del Norte BART station in Contra Costa County. The service is also available six days per week from Vallejo. Early morning and late evening service is available on weekdays, with BARTLink buses leaving Vallejo neighborhoods as early as 4:18 a.m. and late evening trips returning as late as 10:45 p.m.

In addition to bus service, the City of Vallejo also provides "Vallejo Baylink" ferry service between Vallejo and San Francisco. With the arrival of two new ferryboats in the summer of 1997, ten daily round trips are now provided each weekday with reduced service on weekends and holidays. Including weekend trips, an average of 1,650 daily passenger trips were being carried by the ferry in the second full month of service July 1997.

In 1994/95, on a typical weekday the City of Vallejo provides a total of approximately 11,000 passenger boardings on their entire fixed route bus system at a subsidy cost of about \$2.4 million per year. On a typical weekday, along the Fairfield-Vallejo-El Cerrito BART I-80 commute corridors (Routes 80, 90 and 85) about 3,400 intercity boardings are provided by Vallejo Transit. Operating cost for this intercity transit service is about \$1.2 million of subsidy per year.

Vallejo also has a subsidized taxi program for seniors and ambulatory disabled persons. Service is available 24 hours a day, seven days a week. Annual ridership was estimated at more than 75,000 passenger trips.

In 1995, the City began operation of its own intracity and intercity paratransit service (called Run About) for ADA eligible individuals. The service operates from 7 a.m. to 7 p.m. Monday through Friday and Saturday from 8 a.m. to 5 p.m. The service is demand responsive, and is handicapped accessible. It primarily serves destinations within the City of Vallejo and to Benicia and Fairfield-Suisun as well as complementary paratransit service to El Cerrito del Norte and Pleasant Hill BART. Annual cost for FY 95-96 intercity/intracity service was about \$385,000. It provides about 10,500 hours of service and about 20,000 passenger trips annually.

Cities of Fairfield and Suisun City

These cities have an extensive system, Fairfield/Suisun Transit, serving both jurisdictions. Fixed route service is offered through nine regular intra-city routes using a fleet of 21 buses. Service is offered Monday through Saturday.

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Typical weekday ridership is 2,600 passenger boardings. Total operating subsidy for the fixed-route service approximated \$1.30 million for fiscal year 96-97.

Fairfield-Suisun Transit also manages the inter-city service called Citylink Route 20. Route 20 provides 13 round trips Monday through Saturday between Solano Mall, Factory Outlet stores and Vacaville's downtown transfer station. The annual operating subsidy for this intercity service is approximately \$120,000 and is funded jointly by the cities of Fairfield, Vacaville and Solano County.

In March 1996, the cities of Fairfield and Vacaville started the Route 40 Solano BART Express which operates between Vacaville and Pleasant Hill BART via Fairfield. The service provides nine daily round trips with approximately 140 weekday boardings. The service has been funded jointly by the cities of Vacaville and Fairfield with grants from the Bay Area and Yolo-Solano Air Quality Management Districts. Annual cost has been about \$300,000.

In addition to the fixed-route transit system, Fairfield/Suisun Transit provides three different transportation services to the elderly and disabled. Two of the services, Dial-a-Ride Transit (DART) and reduced fare taxi are also available to residents of Suisun City.

The DART service operates Monday through Friday from 6:00 a.m. to 7:30 p.m., and on Saturday from 9 a.m. to 4 p.m. within Fairfield and Suisun City. Budgeted operating cost for FY 97 was \$260,000 of which \$23,000 came from fares and the remainder from Transportation Development Act (TDA) funds. This service provides approximately 20,000 passenger trips and approximately 6,600 of them are lift-assisted.

Subsidized taxi service is available at half the metered fare, 24 hours a day. Individuals are issued either a DART card or a taxi card. DART card holders can also use the subsidized taxi. Operating costs for FY 96-97 were budgeted at \$145,000 of which \$66,000 comes from passenger fares based on an estimated 31,200 trips for the year.

A volunteer driver program is provided through the "Friends of the Fairfield Senior Center", a private non-profit organization. Users of this service must be fairly ambulatory. Operating costs are budgeted at about \$57,000 for FY 96-97 and annual fare revenue is about \$3,000. The service provides about 4,200 trips annually.

City of Benicia

The City of Benicia operates an intercity fixed-route service that operates between the ferry terminal and the BARTLink stop in Vallejo to Benicia and the Pleasant Hill BART station in Contra Costa County. Six vehicles are used in the Monday through Saturday service. Typical weekday boardings total about 600 passengers. Annual operating subsidy for the service is about \$425,000.

In addition to its fixed-route transit services, Benicia funds a Dial-a-Ride program open to the general public (as well as the elderly and handicapped). Based on FY 95-96 data the annual

operating cost of the program is about \$308,000 of which \$60,000 comes from user fares. Approximately 40,000 trips are provided annually.

Benicia also participates in the "Run About" paratransit service, which provides intercity trips for Benicia.

During 1995-96 the City completed a Short Range Transit Plan.

City of Vacaville

The City of Vacaville offers intracity fixed route service to the general public on six routes for eleven hours a day on Monday through Friday and for eight hours a day on Saturday. All buses used are lift equipped. Daily ridership averages about 550 boardings. Annual operating cost for FY 96-97 is approximately \$965,000 from TDA and FTA Section 9 funds.

Vacaville provides two alternative transportation options for the elderly and disabled. Lift equipped dial-a-ride vans operate Monday through Saturday for pre-qualified persons of a minimum age of 80 or with a disability. This system carries approximately 6,000 riders annually at a cost of approximately \$165,000. The city also provides a subsidized taxi service which carries 15,000 riders annually. The cost of the subsidized taxi service is \$54,000 annually, of which half comes from fares.

In 1995, the city acquired seven new buses and three new accessible vans. In 1997, its Short Range Transit Plan was updated and the City approved some restructuring to its routing system and schedules.

City of Rio Vista

In 1994, with in-house staffing the City of Rio Vista took over the operation of their general public dial-a-ride service within the city and for trips (on demand) to Lodi, Stockton, Isleton, Fairfield, and Antioch. Fares for local service are \$1 per trip; trips to Isleton are \$2 roundtrip; trips to Lodi, Fairfield, and Antioch are \$5.00 roundtrip; and trips to Stockton and Lodi are \$7 roundtrip. Trips to each out of town destination are scheduled once per week but only if someone requests a ride. In 1996/97, operating costs were approximately \$41,500 with \$ 4,300 anticipated from fares. Approximately 2,500 trips are provided each year.

City of Dixon

The City of Dixon operates a general public dial-a-ride service which operates within the city limits and in the immediately adjacent unincorporated areas. Service hours are Monday through Friday and on October 1, 1996 increased to 7:00 a.m. to 6:00 p.m. to coordinate better with Citylink schedules. Total operating costs for 1995-96 was about \$232,000 of which \$21,000 was from fares and the remainder from TDA. Ridership is primarily school age children and seniors. About 14,000 trips per year are provided.

The city has formed a Transit Steering Committee which meets periodically to provide input on various transit issues. During 1996 the City prepared its first Short Range Transit Plan.

Yolobus

Commencing in October 1997, Yolobus will begin operating Route 30/220 between Fairfield-Vacaville-Dixon-Davis and Winters. This service is funded with clean air funds from the Yolo-Solano and Bay Area Air Quality Management Districts.

Solano County

The County financially contributes to Citylink Route 20, Route 85, Solano Paratransit, limited subsidized taxi service and Solano Paratransit.

Solano Paratransit

Under a joint powers agreement among the cities and the county, the STA operates Solano Paratransit, an intercity paratransit service primarily for ADA eligible riders, presently managed under an agreement with the City of Fairfield and provided by a private transit operator. Since August 1995, this service has provided intercity trips for residents of Fairfield, Suisun City, Vacaville, Dixon, Rio Vista and unincorporated Solano County. The projected 1997-98 subsidy for the service is about \$250,000 which is shared by the above jurisdictions. Estimated annual ridership is about 9,000 boardings.

INTERCITY TRANSIT

Since the late 1980's when intercity transit was first initiated in Solano County, daily ridership has increased an average of about 450 boardings per year to a current total intercity ridership of more than 4,000 daily boardings.

There are regularly scheduled public transit services connecting the seven cities in Solano plus destinations to cities in adjoining counties including El Cerrito and Pleasant Hill in Contra Costa County, San Francisco, Napa and U.C. Davis in Yolo County.

Transit Frequency and Routing

As described above, the transit systems in Solano run the gamut from well-developed urban systems to very small rural services. The standards depicted in Tables II and III reflect this diversity. The levels of service required differ according to the situation. Because of its very low density residential development (as low as ten people per square mile), there are no standards for the unincorporated area. In the more densely settled urban areas, the standards are quite high.

These standards are intended to be minimums. Agencies are encouraged to exceed them particularly in high volume corridors during peak periods.

There are standards for different service types as well as for different sized jurisdictions. Commute and general public services have different requirements from those intended to provide only "lifeline" service to those without other transportation options.

Coordination of Services

The various intercity services, Vallejo Baylink ferries, BARTLink, Citylink, and Solano BART Express have timed transfer connections with the local systems they serve. In addition, the intercity services and the local services have transfer agreements in place.

Monthly passes are offered by Vallejo Baylink ferries, Vallejo Transit, Benicia Transit and Fairfield-Suisun Transit. The Baylink pass allows use of either the ferry or Vallejo Transit buses (including BARTLink), Benicia Transit and Fairfield/Suisun Transit vehicles for travel in either direction. Vallejo Baylink ferries connect to Vallejo Transit, BARTLink and local services, Benicia Transit, and Napa Valley Transit. The ferry pass also includes a San Francisco Municipal Railway (MUNI) Fast Pass sticker for use on all MUNI services at no additional cost.

In October 1997, Yolobus is scheduled to begin operating Citylink Line 30/220 from Fairfield-Vacaville-Davis-Winters including monthly passes and transfers to Sacramento Regional Transit.

The Cities of Fairfield and Suisun City have a fully coordinated system serving both cities.

These examples demonstrate that movement has been made to integrate the existing services in Solano. A broader approach may have to be taken in the future, however, to develop a true regional transit service in the County. As traffic congestion worsens, convenient, integrated transit alternatives will need to play a bigger role in maintaining the mobility of the transportation system.

In 1995, the Solano Transportation Authority prepared the Solano Intercity Transit Concept Plan. This plan studied the projected demand for intercity transit over the next 20 years. It recommended increasing ridership from approximately 3,600 riders per day (3% of all home-to-work trips) to approximately 11,000 per day (11%). It would be achieved through the implementation of an eight route intercity transit system, expanding on the existing routes and destinations described above. It proposed additional express routes, more frequent service, higher occupancy vehicles, the development of on-line transit stations located along the I-80 corridor and additional and expanded park-and-ride lots. The various proposals would be implemented either by existing operators or new or better coordinated transit arrangements.

The STA and the various Solano transit operators will continue to identify and request additional funding to fully implement the intercity transit plan including federal, state and regional funds that may become available and local sources such as a portion of a transportation sales tax should one pass in Solano. In particular, the STA and its member agencies will continue to pursue Regional Measure 1 funds, annual clean air grants, I-80 corridor mitigation funds, Transit Capital Improvement (TCI) grants, regional gas taxes and other special funds that would help maintain and

expand intercity transit services. Also, the STA will incorporate transit strategies and prioritize or recommend transit projects in the various countywide and regional transportation plans.

Coordination Standards

Solano County is one of the nine Bay Area counties under the jurisdiction of the Metropolitan Transportation Commission. Senate Bill 602 (Kopp, 1989) requires a certain level of coordination between all transit operators in the region. As a result, this CMP specifically recognizes and adopts the SB 602 coordination standards (see Appendix C) as its own. To limit duplication of effort, the STA will determine compliance with the coordination standards based on MTC's annual determination of compliance with SB 602 standards. In addition, in 1996, the Bay Area Transit Coordination Bill — SB 1474 (Kopp) passed which requires MTC to, among other tasks, determine if there are duplicative transit services in the region, and to withhold State Transit Assistance Funds (STAF) until those duplications are corrected.

During 1997, the STA completed the Solano Intercity Transit Coordination Study. This study was proactive and made recommendations to address applicable items included in SB 1474. The proposals included the formation of an intercity transit consortium, improvements to intercity transit services, improved transit information and marketing, and the long range capital and operating needs of intercity ADA paratransit services. Implementation of its recommendations commenced during 1997-98 with the initiation of the Solano Intercity Transit Consortium.

Table II

Intracity Transit Service Standards

City Population	Service Target	Service Type	Headways	Distance to Stops	Days	Hours	Minimum Farebox
100,000 and up	Commuters and General Public Lifeline	Fixed Route	1 hour	1/4 mile for 85% of population	6 days/week	6 to 10*	As set by TDA regulations
		Fixed Route	1 hour	1/2 mile for 85% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
50,000 - 99,999	Commuters and General Public Lifeline	Fixed Route	1 hour	1/2 mile for 80% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	1 1/2 hours	1/2 mile for 70% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
25,000 - 49,999	Commuters and General Public Lifeline	Fixed Route	1 hour	1/2 mile for 70% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	1/2 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
24,999 and less	Commuters and General Public Lifeline	Fixed Route	2 hours	1 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	1 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations

* Weekend hours minimum is 8 to 5

Table III

Intercity and Intercounty Transit Service Standards

Population*	Service Target	Service Type	Headways	Stops	Days	Hours	Minimum Farebox
160,000 and up	Commuters and General Public Lifeline	Fixed Route	1 hour	Local service transfer point(s)	6 days/week	6 to 10**	As set by TDA regulations
		Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assst	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
179,999 - 300,000	Commuters and General Public Lifeline	Fixed Route	1 1/2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assst	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
99,999 and less	Commuters and General Public Lifeline	Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	3 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assst	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations

*The sum of the population for any two adjacent directly served cities.

**Weekend hours minimum is 8 to 5

SECTION 5

TRIP REDUCTION AND TRAVEL DEMAND

This section promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including flexible work hours, telecommuting, and parking management programs.

Trip Reduction Programs

The legislation that required each jurisdiction to have in place a Trip Reduction Ordinance (TRO) was repealed in 1996. However, because many trip reduction programs have continued to be quite successful, there continues to be a variety of voluntary trip reduction programs in Solano. These include the very successful carpool and vanpool programs of Solano Commuter Information, their employer outreach efforts, the efforts by the STA to create a higher level of transit coordination between all of its transit operators and to program BAAQMD clean air funds to create more effective transit and other trip reduction projects.

To conform with new State legislation, both the Bay Area Air Quality Management District and the Yolo-Solano Air Quality Management District no longer have regulations requiring any mandatory trip reduction programs. However, this does not preclude voluntary and non-employer based trip reduction programs that continue to encourage trip reduction efforts of jurisdictions consistent with this section of the congestion management program.

Transit Systems

Jurisdictions should provide as complete, accessible, and functional transit systems as are financially viable. Transit systems should be extensive enough to allow the substitution of transit trips for single occupant vehicle trips, yet the systems must be affordable both to the transit agency and the user. Systems should provide enough options in both time and routes that they are an attractive alternative to the private automobile.

Some Solano jurisdictions are too small to support the operation of a transit system that would appeal to any but the transit dependent. It is recognized that these agencies will be unable to provide systems targeted at choice users who have multiple transportation options.

Intercity transit systems are proposed to reduce congestion by 11% of the total daily traffic volume. Improvement to transit, particularly along the I-80 Corridor has been proposed by a number of transportation studies including the I-80 Corridor Study and the Intercity Transit Concept Plan. Improved information, promotion and increased service options in the terms of bus, rail and ferry is expected to entice commuters out of the automobile.

Park-And-Ride Lots

Sufficient park-and-ride lots should be provided. The current level of out-commutes exceeds the number of park-and-ride spaces available. Additional spaces are needed. While several additional park-and-ride lots are in the planning stages, some jurisdictions have no designated lots and others have too few for the number of commuters. Ridesharing and transit commuter options are encouraged by proper numbers and placement of park-and-ride lots. Also, the placement of secure bicycle parking facilities are encouraged at park-and-ride lots.

Bicycle Facilities

More attention has recently been given to the planning, construction and maintenance of bike routes and paths. However, many of the systems within cities and the county are incomplete, follow indirect routes or do not serve trip attractors. Routes must be made more appealing and complete and the public made aware of their existence and viability. In 1997, an intercity bicycle map for riders was being initiated to help promote bicycling in Solano.

Bicycle routes generally divert trips no longer than five to seven miles. The system should be designed to capture trips that would otherwise be taken in a single passenger automobile. The system should not be designed primarily for the pleasure rider.

Additions or changes to the transportation system should be made with bicyclists and pedestrians in mind. Improvements should enhance the safety of bicyclists and pedestrians as well as motorists.

Bicycle routes and improvements should be consistent with the Solano Countywide Bicycle Plan. This Plan proposes a primary bikeway system extending between Davis (in Yolo County) and Dixon, then following the Union Pacific railroad right-of-way to Vacaville and Fairfield; then crossing through Fairfield on their linear park route towards Solano Community College; then paralleling I-80 to Vallejo. A secondary or recreational system is also proposed along many county roads and adjacent to many of the road segments designated in this program. During 1996 and 1997, the STA was actively pursuing funding requests for implementation of the primary route. The total primary and secondary system will require more than \$28 million (which is very cost effective compared to most other modes) and will take concerted efforts by all jurisdictions to fully fund and implement the entire network.

Land Use

Innovative land use decisions are encouraged. Mixed-use zoning, pedestrian pockets, grid style street systems, preferential parking, requirements that tie increased housing to increased job availability in the area and other land use decisions that would lead to reductions in trips should be explored and taken. MTC has taken the lead in encouraging more coordinated planning between land use and transportation matters.

Increased density at transit nodes may well be of benefit in the future. Jurisdictions are encouraged to examine and plan for this in their long range planning as the population and the sophistication of their transit network increases.

HOV Lanes and Light Rail Systems

Planning for the installation of High Occupancy Vehicle (HOV) lanes for any freeway or major expressway that will be six or more lanes is encouraged. The STA will examine any future plans for these types of facilities to determine if HOV lanes would be beneficial. Even where installation of HOV lanes shows little or no short term benefit, the long term effect should be considered in any widening program.

The I-80 Corridor Study proposed an HOV lane in the most congested portion between Vacaville and Fairfield. In 1996, an HOV lane was constructed on I-80 from Highway 4 to Richmond. Contra Costa County was also considering the possible installation of HOV lanes along I-680 south of Solano County.

In 1997, the STA prepared a Long Range Light Rail Plan to look at maintaining rail options particularly over the new spans of the Benicia-Martinez and Carquinez bridges. A combination of light rail and HOV lanes in key congested areas, would encourage alternative commute patterns throughout the county and also support the Intercity Transit Concept and Coordination Plans.

Signal Timing

The STA encourages all jurisdictions to take actions directed towards meeting the clean air standards contained in both state and federal legislation. In particular, jurisdictions with one or more series of traffic signals that would benefit from either an air quality or vehicular congestion standpoint should consider participation in Caltrans' Fuel Efficient Traffic Signal Management Program. Signal timing programs could well eliminate the need for other more costly improvements to maintain mobility on the transportation system.

The STA will work with local agencies and support their efforts to develop and implement programs for signal timing such as those being designed in Vallejo and along the I-80 Reliever Route through Suisun City, Fairfield and Vacaville.

Jobs-Housing Balance

Forty percent of Solano's employees commute to jobs outside the county. These commutes are generally longer and therefore contribute more to highway congestion and air pollution than in-county, or better still, in-city commutes. One way to reduce this out-commute is to provide a balance between housing provided and jobs available within each of the cities in the county. To be truly balanced the jobs must pay enough that the job-holder can afford to live in the jurisdiction where he or she works.

Limiting growth in housing units may also reduce the out-commute. This often has the undesired effects, however, of increasing housing costs, reducing the availability of low-income housing and limiting the turnover of housing stock.

While there is no guarantee that a jobs-housing balance will reduce the out-commute, a well-planned policy continued over an extended period is the best alternative available.

Flexible Work Hours and Telecommuting

A primary cause of traffic congestion is the work commute. Typically, traffic volumes are at their highest during the weekday morning and evening commute hours. Any rearrangement of the work day that avoids starting work between 7 a.m. and 9 a.m. or stopping work between 4 p.m. and 6 p.m. will reduce this commute congestion.

Another effective technique involves altering the typical work week. Changing from a work week of five 8-hour days to four 10-hour days will reduce the work commute by twenty percent. Changing to a two-week period consisting of eight 9-hour days and one 8-hour day will reduce the work commute by 10 percent.

Telecommuting also effectively reduces work-hour traffic congestion. Many jobs do not have to be performed at the work site each day. Employees can perform these jobs at their home, entirely eliminating the commute trip, or at a telecommuting center which would be located closer to home than the normal work site. These employees would only be required to come to the work site when necessary.

Employers, including government agencies, are encouraged to implement any of the flexible work hour arrangements and/or telecommuting whenever feasible.

Parking Management And Other Incentive Programs

In many congested areas, adequate parking is at a premium. Often employers in these areas provide free or subsidized parking as an employee benefit. There are various ways in which the availability of parking can be used to encourage work commutes by means other than the single occupant vehicle.

Probably most obvious (but usually not very widely accepted in suburban or rural areas) is for employers to simply stop providing free or subsidized parking for single occupant vehicle commuters. A more positive approach is for employers to provide cash incentives to employees who commute by means other than the single occupant vehicle. There are two excellent examples of new cash incentive programs that have been available in Solano. Since 1993, Solano Commuter Information has provided a \$100 cash incentive for vanpool riders who participate in the I-80 Vanpool Incentive Program, part of Caltrans I-80 Transportation Management Plan being implemented during the construction of new vanpool, carpool and bus lanes along I-80 from

Highway 4 to the Bay Bridge. Also, in 1995 and 1996 the County of Solano implemented a grant-funded incentive program (TFCA funds from BAAQMD) that paid \$100 to County employees who agreed to give up driving alone to work for an average of three days per week for four months. Both these programs have received positive results.

Incentives can also be in the form of free and/or preferential parking for vanpools and carpools. Also, transit incentives (i.e. some free introductory trips) to encourage use of transit, have been successful during rideshare week and are often used in other adjoining transit systems.

AB 2109 requires that certain employers offer a "parking cash-out" program. The law applies to employers that: 1) have 50 or more employees, 2) lease parking for their employees, 3) subsidize that parking for employees, and 4) can reduce the number of parking spaces available to employees without penalty (such as breaking a lease or violating planning regulations).

Employers who meet the above criteria and who lease parking after January 1, 1993, or renew leases after that date must offer employees cash equal to the subsidy for an employee's parking space.

Local agencies typically require the provision of ample parking as a condition of approval of any new development. These parking requirements should be reconsidered with a view toward discouraging the use of single occupant vehicle trips to work sites, and commercial, shopping, and recreational activities.

Transportation Control Measures

MTC Resolution 2537, as revised, requires all CMPs to be consistent with the region's adopted Transportation Control Measures (TCMs) for the Federal and State Clean Air Plans by addressing the timely implementation of TCMs that require local implementation. Particular attention has been given to Table 1 of that Resolution, and efforts have been made to meet its intent. Table IV (shown below) lists the correlation of the Federal/State TCMs with the Solano CMP. These measures, in whole or in part, are being implemented by various programs and projects in the sections referenced in the CMP. Projected target dates have been included in the Capital Improvement Program to monitor the implementation and success of many of those measures.

TABLE IV

Correlation of Federal/State TCMs with Solano CMP

TCM	Description	Where Addressed in Solano CMP
F3	Expanded public transit	Section 4, Performance Element
F7	Preferential parking	Section 5, Trip Reduction and Travel Demand Element
F8	Park-and-Ride lots	Section 5, Trip Reduction and Travel Demand Element
F9	Commute alternatives	Section 5, Trip Reduction and Travel Demand Element
F25	Maintain existing signal timing	Section 8, The Capital Improvement Program
S1	Expand employer assistance	Section 5, Trip Reduction and Travel Demand Element
S3	Improve areawide transit service	Section 4, Performance Element
S6	Improve intercity rail service	Section 4, Performance Element
S7	Improve ferry service	Section 4, Performance Element
S9	Improve bicycle access	Section 8, The Capital Improvement Program (Ped/Bike Program)
S10	Youth transportation	Section 4, Performance Element
S12	Improve arterial traffic	Section 8, The Capital Improvement Program
S14	Provide carpool incentives	Section 5, Trip Reduction and Travel Demand Element
S15	Air Quality Plans/Programs	Section 7, Land Use Impact Analysis and Mitigations Section 8, The Capital Improvement Program

F= Federal TCM

S= State TCM

SECTION 6

THE TRAFFIC DEMAND MODEL

The Transportation Authority has created a traffic model that extends over the entire Bay Area, much of the Sacramento area and the northern portion of the San Joaquin Valley. This was considered necessary due to Solano County's location on the most direct route between the largest urban regions in northern California. Details concerning the model are in Appendix D.

Since the model is a necessary tool for the analysis of projects proposed within jurisdictions for their county-wide impacts, it was necessary to develop policy concerning the use and dispersal of both the model and the information it generates. The policy is as follows:

- 1) All member jurisdictions will receive, on request, any available model output information at no charge. Special runs for general plan and environmental impact studies will continue to be charged the additional cost of that work effort. The STA staff may be helpful in the traffic impact analysis and, on a time available basis, will aid jurisdictions on matters concerning the model.
- 2) Only the STA will have the right to copy, sell, or otherwise distribute the information contained in the model as a whole. The portions of the model that have been derived from other sources remain under the control of the source.
- 3) Non-member governmental agencies may receive free model information on request, at the discretion of the Director.
- 4) For non-governmental users and those governmental units that should not receive free information, the model and/or model information will be available at a price and in a manner to be determined by the STA.
- 5) Alteration of the CMA model, other than changes in the population and employment data bases triggered by the project in question, will render any traffic analysis completed for CMP purposes unacceptable unless the alterations are cleared in advance with the STA.

Currently the horizon year of the traffic model is based on the year 2000. The STA will be updating the model during 1997-98 for consistency with the MTC mode choice model called Baycast. The horizon years are now proposed to be extended out to the years 2005, 2010, 2015, and 2020.

The MTC model is based on population projections of the Association of Bay Area Governments and takes into consideration long range land use projections for each county. Their population projections are updated every two years and the land use data is updated in areas where growth is occurring the most. Land use and economic trends are used as the basis to project job and household growth in the area and throughout the Bay area.

Through the Partnership Modeling Working Group, MTC is now developing the Baycast version of their model that will be able to be run on desktop computers. The STA countywide model will be updated with a larger number of traffic analysis zones and converted for consistency with the new regional model.

SECTION 7

LAND USE IMPACT ANALYSIS AND MITIGATIONS

One of the key features of the 1990 CMP legislation was an attempt to link land use decisions to the ability to provide satisfactory transportation facilities and services. To avoid increased traffic congestion caused by new development, mitigation of traffic impacts is required. Since its inception this program has consisted of the following:

"A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. In no case shall the program include costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems."

The two air districts governing the county are required by the California Clean Air Act to develop Indirect Source Rules (ISRs) and require air districts to develop Indirect Source Control (ISC) Programs. The Act allows air districts to develop the specific types of requirements for these programs. It is the intent of the STA to continue to integrate the requirements of this CMP with those of the air district ISRs as much as possible so that one response will fill both needs.

Land Use Impact Analysis

When this CMP was first established, it required submittal of quarterly reports on all small land use developments and all large developments having 2,000 or more ADT. The STA no longer requires the submittal of these quarterly reports since it will now be comprehensively updating the land use, population and input jobs for the model on a more periodic basis.

However, to help determine biennial conformity with this CMP, each jurisdiction will be requested to submit general plan projections on land use/population/jobs to the modeler on a traffic analysis zone and land use category basis. Also, the STA continues to remain a "responsible agency" and requests each jurisdiction to submit copies of all additional proposed general plan amendments (not included in the basic model data) and environmental impact reports for review and comment by the STA. The applicant will continue to be required to have a special model run conducted by the STA modeler and will be responsible for the cost at the special model run. Should any of the LOS standards of this CMP be exceeded as a result of new unanticipated projects, the STA will require a deficiency plan as discussed elsewhere in this document.

MITIGATION MEASURES

The mitigations for all land use decisions should be determined at the local level where the planning and review process is critical in reducing reliance on the automobile. Depending on the

type and size of the project, possible mitigations may include site design standards to minimize demand for the automobile; minimizing parking (if appropriate) near transportation corridors; development patterns friendly to bicycles, pedestrians, and transit; and clustering and mixing different uses that benefit commute patterns. The CEQA process will also be used to monitor suggested mitigations. This will require that mitigations for transportation system impacts must be presented with cost figures included. Funding to construct the mitigations must also be identified and programmed in the Capital Improvement Program of the CMP.

A problem which must be dealt with is the extra-jurisdictional impacts of projects. If a project in jurisdiction A degrades level of service on a street in jurisdiction B, jurisdiction A shall mitigate that impact.

The following policies have been established to deal with impact mitigation:

- 1) If impacts of a project are totally contained within the jurisdiction, the mitigations for the project are up to that jurisdiction.
- 2) If a project in one jurisdiction creates impacts in another jurisdiction, then the jurisdiction containing the project must provide mitigations.
- 3) If a jurisdiction is able to show with a license plate survey or some other method acceptable to the STA that impacts on a portion of its system are caused by traffic from another jurisdiction, the jurisdiction causing the impact is responsible for mitigations.
- 4) The STA will act as arbiter in disputes.
- 5) Compliance with any required extra-jurisdictional mitigations will be part of the conformance findings of the STA and/or part of the required mitigation program approved as part of a Deficiency Plan.

One possible long-term solution to the problem of extra-jurisdictional impacts is a regional gas tax and/or a transportation sales tax. Although Solano does not have these revenue mechanisms in place, it is hoped that the voters will consider such ballot measures in the future.

DEFICIENCY PLANS

If, based on data from the biennial update, the countywide travel demand model, a general plan or general plan amendment or an environmental impact report, a roadway segment or intersection of the CMP system has deteriorated or will deteriorate below the adopted LOS adopted standard within the seven year time frame of the capital improvement program, the jurisdiction whose development causes the problem will be notified. The jurisdiction must then prepare and submit a deficiency plan in time for the mitigation to be placed in the next biennial update to the CMP Capital Improvement Program (CIP) which is usually prepared during May-September of each odd numbered year. The action portion of the deficiency plan must be completed prior to the date of the projected system failure. The goal is to plan for congestion and provide mitigation before it happens.

If there is a delay in carrying out the deficiency plan through no fault of the jurisdiction, as determined by the STA, the jurisdiction is protected from loss of gas tax revenue under point 5 of the determination findings contained in Section 9 of this CMP.

A deficiency plan must be adopted by the affected jurisdiction at a noticed public hearing. The plan is to include: 1) an analysis of the cause of the deficiency, 2) improvements to the affected facility so that it will meet the LOS standard, 3) cost estimates for the improvements, 4) actions that contribute to significant improvements to air quality and improve the level of service of the system, and 5) an action plan with specific implementation timetable that implements either improvements to the facility itself or improvements to the LOS of the system. A deficiency plan may be prepared for either a specific development or for a jurisdiction as a whole. The STA must either accept or reject the deficiency plan without modification at a public hearing.

Multi-Jurisdictional Deficiency Plans

If the STA identifies two or more jurisdictions that are contributing to the deficiency of any segment of the CMP system, based on a jurisdiction threshold of 10% of maximum service flow rate at the level of service standard, a multi-jurisdictional deficiency plan shall be prepared by the STA and paid for equally by each of the member jurisdictions that are causing the impact. To determine what jurisdictions shall participate in a multi-jurisdictional deficiency plan, the STA (based on LOS data from the MTC travel demand model) will determine that the proposed development(s) from a member jurisdiction is contributing at least 10% of the projected additional peak hour traffic impact to the subject road segment or intersection. A multi-jurisdictional deficiency plan improvement program shall be formally agreed to by all participating member jurisdictions and approved by the STA and amended into the CMP Capital Improvement Program, before any of the subject unanticipated projects may be implemented.

Therefore, the land use analysis of the CMP shall consist of the following elements:

1. STA contract modeler will maintain a set of all current general plans and land use/population/jobs projections received from each of the member jurisdictions.
2. STA will periodically work with ABAG when they update the Solano population, land use, job projections to help ensure accuracy in their projections.
3. STA members will provide all EIR's and general plan amendments for any land use changes in each of their jurisdictions.

SECTION 8

THE CAPITAL IMPROVEMENT PROGRAM

Solano is one of the smaller Bay Area counties, consisting of about 379,000 residents living mostly in small and medium-sized communities. The freeways and principal arterials are somewhat aged and most were designed and built in the 1950's and 60's to accommodate substantially smaller traffic volumes in a basically rural setting. As the County grew, particularly during the 1980's and 90's, and as more suburban-commute patterns developed and LOS standards dropped, a greater emphasis on Capital Improvement Projects has developed. In order to reduce congestion along the roadways, the STA believes that it must continue to give its highest priority to projects that have been proven to maintain or improve LOS standards.

The Capital Improvement Program (CIP) is the element that sets out the STA's program of projects that will, along with the performance measures, trip reduction and travel demand and land use analysis elements, improve the performance of the multi-modal CMP system for the movement of goods and people over the next seven years. Typical CIP projects include increasing capacity on the roadway network and maintenance of the existing system. The CIP is the primary way for proposing new projects for the Regional Transportation Improvement Plan (RTIP). According to the state statute, MTC may include certain projects or programs in the RTIP which are not in a CIP, but are in the Regional Transportation Plan (RTP). Projects must be consistent with the RTP to be incorporated into the RTIP.

The CIP program is contained in the following Table V which lists the major capital projects funded over the next seven years. These projects include Flexible Congestion Relief (FCR), Surface Transportation Projects (STP), Regional Measure 1 Bridge Toll projects, Congestion Management Air Quality (CMAQ) projects and Transportation System Management (TSM) projects.

In order to maintain long range adequate levels of service, Solano is embarking on a multi-modal transportation program designed to make an efficient, cost effective transportation system. This list includes various modes of transportation including transit, rail, bicycle/pedestrian and transportation system management projects and other unfunded or partially funded bridge and highway projects.

The policy of the STA is to place projects in the CIP in the following order: 1) projects to maintain the LOS on the system above the minimum, 2) projects experiencing poor LOS but because of trip elimination allowances are not in danger of falling below LOS standards, and 3) all other projects.

The STA is also committed to implementing performance measures and maintaining high air quality standards with emphasis on implementing Transportation Control Measures (TCMs)

contained in the "1991 Bay Area Clean Air Plan"; many of those measures are incorporated into this Program and are listed below. For example, the STA remains firmly committed to increasing the county's ridesharing program, promoting additional high quality intercity rail, intercity transit, and improving the bicycle/pedestrian routes. Such activities continue to be part of the "non-structural" program that the STA is trying to achieve as part of an overall balanced transportation program.

Since the CMP will be incorporated into the *Regional Transportation Plan (RTP)*, the Capital Improvement Program needs to be consistent with the RTP since it forms the basis of the Regional Transportation Improvement Program (RTIP). In addition, inclusion in the RTIP is the first step in obtaining funding commitment from the State. Projects that MTC places in the RTIP are recommended to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP). STIP projects currently being programmed by the STA for the 1998 STIP will also be included in the final draft of this CMP.

Table V

1997 SOLANO CMP CAPITAL IMPROVEMENT PROGRAM

Solano FCR, STP, Regional Measure 1, CMAQ, TGI and TSM Project List 1997-2004								
October 1997				Cost Estimates (in \$ 1,000's)				
Proj. Sponsor	Project Type	Description/Limits	Year (s)	Federal	State	Local	Unfunded	TOTAL
Flexible Congestion Relief Program								
Vallejo/ Caltrans	Freeway	Construct 4-lane freeway- (ROW from '88 STIP) on Highway 37 from Napa River Bridge to Highway 29 (Sonoma Blvd.) (1)	98-01		\$47,356			\$47,356
	Right-of-Way	Acquire Highway 37 ROW From Enterprise Street to Diablo Street (1)	97-98		\$1,000			\$1,000
	Interchange	Complete SR 37/29 interchange and purchase remaining ROW (2)					\$38,100	\$38,100
STA	Arterial	I-80 Reliever Route (Phase 1)	98-05			\$21,800	\$52,636	\$74,236
Caltrans	Interchange	I-680 to I-80 interchange improvements per Cal Trans PSR No. 10101-445-90K (2)					\$5,000	\$5,000
FCR Subtotal				\$0	\$48,356	\$21,600	\$95,736	\$165,692
Regional Measure 1								
Benicia/ Caltrans	Bridge	Construct second Benicia Bridge span (1)	98-01		\$300,000			\$300,000
Vallejo/ Caltrans	Bridge	Replace west Carquinez Bridge span (1)	98-02		\$320,000			\$320,000
Regional Measure 1 SUBTOTAL				\$0	\$620,000	\$0	\$0	\$620,000
STP (Cycle 2 and 3- Discretionary)								
STA	Roadway	I-80 Reliever Route Cycle 2- Phase 1 (1)	95-98	\$3,510	\$110	\$1,940	\$0	\$5,560
		I-80 Reliever Route- Cycle 3 Phase 1 (1)	98-99	\$1,451	\$0	\$189	\$0	\$1,640
Benicia	Bus Purchase	Purchase 1 Bus	97-98	\$198	\$0	\$26	\$0	\$224
SUBTOTAL				\$5,159	\$110	\$2,155	\$0	\$7,424
ISTEA Demonstration Projects								
Dixon	Highway	Railroad Grade Crossing	94/97-	\$2,464	\$0	\$616	\$4,820	\$7,900
Fairfield	Buses	Purchase 5 Buses	97-98	\$1,400	\$0	\$350	\$0	\$1,750
Vallejo	Traffic Study	Mare Island Traffic Study	96-97	\$500	\$0	\$0	\$100	\$600
				\$4,364	\$0	\$966	\$4,920	\$10,250
STP (Cycle 3- Guarantee)								
Benicia	Rehabilitation	3 Buses, Rehabilitation	97-98	\$317		\$41		\$358
	Resurface	Chelsea Road	97-98	\$53		\$7		\$60
Subtotal				\$370		\$48		\$418
Dixon	Resurface	Pitt School Road (1)	97-98	\$124		\$18		\$140
Subtotal				\$124		\$16		\$140
Fairfield	Resurface	Pennsylvania Ave. (1)	97-98	\$445		\$58		\$503
Subtotal				\$445		\$58		\$503
Rio Vista	Resurface	Airport Road (1)	97-98	\$60		\$8		\$68
Subtotal				\$60		\$8		\$68

1997 SOLANO CMP CAPITAL IMPROVEMENT PROGRAM

Solano FCR, STP, Regional Measure 1, CMAQ, TCI and TSM Project List 1997-2004									
October 1997				Cost Estimates (in \$ 1,000's)					
Proj. Sponsor	Project Type	Description/Limits	Year (s)	Federal	State	Local	Unfunded	TOTAL	
STP (Cycle 3- Guarantee)			Continued						
Solano Co.	Replacement	County Guaranteed Minimum, Suisun Valley Rd. Bridge (1)	97-98	\$602		\$78			\$680
Subtotal				\$602		\$78			\$680
Suisun City	Resurface	Pintail Drive (1)	97-98	\$239		\$31			\$270
Subtotal				\$239		\$31			\$270
Vacaville	Resurface	Peabody (1)	98-99	\$133		\$17			\$150
	Resurface	Leisure Town (a) (1)	97-98	\$197		\$26			\$223
	Resurface	Leisure Town (b) (1)	97-98	\$70		\$9			\$79
Subtotal				\$400		\$52			\$452
Vallejo	Resurface	Tennessee 3, Route 29 to Monterey (1)	97-98	\$116		\$15			\$131
	Resurface	Tennessee 2 Marin to Route 29 (1)	98-99	\$68		\$9			\$77
	Resurface	Tennessee 1, Wilson to Marin (1)	98-99	\$99		\$13			\$112
	Resurface	Curtola Parkway-3 (1)	98-99	\$54		\$7			\$61
	Resurface	Mare Island Wy-2 (1)	98-99	\$120		\$16			\$136
	Resurface	Lemon St-4 (1)	98-99	\$26		\$3			\$29
Subtotal				\$483		\$63			\$546
MTC/STA	STP/CMAQ	3% Planning (1)	97-98	\$100		\$13			\$113
		3% Planning (1)	98-99	\$100		\$13			\$113
Subtotal				\$200		\$26			\$226
Total STP Cycle 3				\$2,923	\$0	\$380	\$0		\$3,303
CMAQ, RTSOP (Cycle 3) TSM, TEA AND TCI									
STA	Rail Station	Station Improvements at Suisun/ Fairfield Rail Station (TCI)	97-98		\$591				\$591
Subtotal				\$0	\$591	\$0	\$0		\$591
Major Locally Funded Projects									
Dixon	Interchange	Pedrick Road Interchange (1)	99-00			\$2,792			\$2,792
	Interchange	West A St. Interchange (1)	98-99			\$1,626			\$1,626
	Interchange	Pitt School Interchange (1)	00-01			\$1,289			\$1,289
	Interchange	Route 113 Interchange (1)	00-01			\$2,669			\$2,669
Fairfield	Interchange	I-80/West Texas Ave. Interchange (1)	98-99			\$16,000			\$16,000
	Interchange	I-80/Green Valley Rd. Interchange (1)	98-97			\$8,224			\$8,224
Vacaville	Interchange	I-80/ Nut Tree Interchange (1)	98-99			\$5,097			\$5,097
	Interchange	I-80/Pena Adobe Interchange (1)	98-99			\$1,354			\$1,354
	Interchange	I-80/ Cherry Glen Interchange (1)	98-99			\$16,600			\$16,600
	Interchange	I-80/Leisure Town Interchange (1)	99-00			\$17,567			\$17,567
Vallejo	Interchange	I-80/American Canyon Interchange (1)	98-99			\$4,772			\$4,772
Subtotal				\$0	\$0	\$77,990	\$0		\$77,990
GRAND TOTAL 1997 CIP				\$12,446	\$669,057	\$103,091	\$100,656		\$885,250

Footnotes: (1) RTP Baseline (TIP/STIP)
(2) RTP Track 1 Program
(3) Not in RTP but proposed for future inclusion
(4) Not in RTP and not proposed for inclusion in the RTP (e.g. locally funded)
(5) Not in RTP but Track 2 Candidate Project

SECTION 9

CONSISTENCY REQUIREMENTS

The legislation requires that the CMA biennially determine if the cities and the county are conforming to the requirements of the CMP. The requirements for conformity are:

- 1) Consistency with the LOS standards (with the exception of conditions that fall under point 5 below) determined on a biennial basis.
- 2) Consistency with the performance measures.
- 3) Submittal of current copies of the general plan (at least the land use projections by model zone and all amendments to that plan) and any current or pending general plan amendments or environmental impact reports for each jurisdiction.
- 4) An agency that expects a segment to become deficient must submit a deficiency plan to be approved by the CMA. The deficiency plan must contain actions that will either: a) improve the segment that is projected to become deficient or b) measurably improve the functioning of the system as a whole and contribute to significant improvements in air quality through transportation-related measures.
- 5) Inclusion of the STA as a responsible agency, as defined in the California Environmental Quality Act, for all EIRs for which one or more of the jurisdictions is designated the lead agency.
- 6) The jurisdiction is responding satisfactorily to extra-jurisdictional impacts on the system created by developments within its boundaries.
- 7) The jurisdiction is providing annual financial support for the operations of the CMA as determined by the STA.

Usually by May or June of each odd-numbered year, STA staff will distribute a "Determination of Conformity" request to each of the member jurisdictions requesting the information described above. All information and contributions are due to the STA no later than July 15th unless an earlier date is specified in the worksheet. The consistency determinations will be made by the STA, preferably in July or August of each year, immediately preceding MTC's need for CMP information to be included in the Regional Transportation Improvement Program.

On an annual basis, as part of its annual budget process the STA Board will determine the annual financial contribution that each member will contribute from its gas tax subventions based on the most recent available population figures from the State Department of Finance. All financial contributions must be submitted no later than July 15 of each year.

1997 Solano Congestion Management Program

Appendices

APPENDIX	TITLE
A.	LOS Report Form
B.	LOS Standards by Segment
C.	SB 1474 (Bay Area Transit Coordination Bill) and M.T.C. Resolution 2137-SB 602 Transit Standards
D.	Solano Countywide Traffic Model
E.	CMP Land Use Analysis Flow Chart
F.	Acronym List
G.	1997 LOS Inventory of Solano Congestion Management System
H.	AB 2419 (Bowler) 1996 CMP Statutes

Appendix A

CMP LOS REPORT FORM

Jurisdiction _____

Year _____

Roadway & location₁. Date(s) Measured₂. Method₃. LOS₄.

1. Indicate if this is an initial measurement report or an annual measurement report.

2. List the date the raw data was acquired. If the figures are from Caltrans' RSR, put RSR.

3. List the method of calculation: HCM for segments or Circular 212 for intersections where arterial system segments meet. Either planning or operations versions are allowed but once one version is chosen, LOS generally cannot be reported using the other version.

4. Show all work for each segment or intersection calculation on attached sheets. Include Authority allowed exemptions (deductions) for annual, not initial, reports.

Appendix B

SYSTEM LOS STANDARDS BY SYSTEM SEGMENT

State Routes:

Interstate 80

PM	Standard*	Reporting Jurisdiction
0.00 - 0.933	F	Solano County
0.933 - 1.144	F	Vallejo
1.144 - 4.432	F	Vallejo
4.432 - 6.814	F	Vallejo
8.004 - 10.015	E	Solano County
10.015 - 11.976	E	Fairfield
11.976 - 12.408	E	Fairfield
12.408 - 13.760	F	Fairfield
13.760 - 15.570	F	Fairfield
15.570 - 17.217	F	Fairfield
17.217 - 21.043	F	Fairfield
21.043 - 23.034	F	Fairfield
23.034 - 24.080	E	Vacaville
24.080 - 28.359	F	Vacaville
28.359 - 32.691	F	Vacaville
32.691 - 35.547	F	Vacaville
35.547 - 38.210	F	Solano County
38.210 - 42.530	E	Solano County
42.530 - 44.720	E	Solano County

Interstate 505

PM	Standard*	Reporting Jurisdiction
0.00 - 3.075	E	Vacaville
3.058 - 10.626	E	Solano County

Interstate 680

PM	Standard*	Reporting Jurisdiction
0.00 - 0.679	F	Solano County
0.679 - 2.819	E	Benicia
2.819 - 8.315	E	Solano County
8.315 - 13.126	E	Fairfield

Interstate 780

PM	Standard*	Reporting Jurisdiction
0.682 - 7.186	E	Benicia

State Route 12

PM	Standard*	Reporting Jurisdiction
0.000 - 2.794	F	Solano County
1.801 - 3.213	E	Fairfield
3.213 - 5.150	F	Suisun City
5.150 - 7.700	F	Suisun City

7.700 - 13.625	E	Solano County
13.625 - 20.680	F	Solano County
20.680 - 26.410	E	Rio Vista

State Route 29

PM	Standard*	Reporting Jurisdiction
0.00 - 2.066	E	Vallejo
2.066 - 4.725	E	Vallejo
4.725 - 5.955	E	Vallejo

State Route 37

PM	Standard*	Reporting Jurisdiction
0.00 - 6.067	F	Vallejo
6.067 - 8.312	E	Vallejo
8.312 - 10.960	F	Vallejo
10.960 - 12.01	F	Vallejo

State Route 84

PM	Standard*	Reporting Jurisdiction
0.134 - 13.672	E	Solano County

State Route 113

PM	Standard*	Reporting Jurisdiction
0.00 - 8.040	E	Solano County
8.040 - 18.560	E	Solano County
18.560 - 19.637	F	Dixon
19.637 - 21.240	F	Dixon
21.772 - 22.450	E	Solano County

State Route 128

PM	Standard*	Reporting Jurisdiction
0.00 - 0.754	E	Solano County

State Route 220

PM	Standard*	Reporting Jurisdiction
0.00 - 3.200	E	Solano County

* Temporary standards based on estimates of 1991 volumes. Standards for state system segments may change as actual 1991 traffic data becomes available.

Local Arterials:

	Standard
In Benicia:	
1. Military (both East and West)	E
In the County:	
1. Peabody Road	E
2. Walters Road	E
In Fairfield:	
1. Peabody Road (intersection of Peabody and Air Base)	E
2. Walters Road (intersection of Walters and Air Base)	E
3. Air Base Parkway from Walters to Peabody	E
In Suisun City:	
1. Walters Road	E
In Vacaville:	
1. Peabody Road from California Drive south	E
2. Vaca Valley Parkway from I-80 to I-505	E
3. Elmira Road from Leisure Town east to City limit	E
In Vallejo:	
1. Tennessee Street between Mare Island and I-80 (intersection of Sonoma Boulevard and Tennessee)	E
2. Curtola Parkway from Lemon to Main (intersection of Sonoma Boulevard and Curtola)	E
3. Mare Island Way from Maine to Tennessee (intersection of Mare Island and Tennessee)	F

Appendix C

SB 1474 Transportation: Metropolitan Transportation Commis

BILL NUMBER: SB 1474 CHAPTERED 07/22/96

CHAPTER 256

FILED WITH SECRETARY OF STATE JULY 22, 1996

APPROVED BY GOVERNOR JULY 20, 1996

PASSED THE ASSEMBLY JULY 9, 1996

PASSED THE SENATE APRIL 18, 1996

AMENDED IN SENATE APRIL 16, 1996

AMENDED IN SENATE MARCH 21, 1996

INTRODUCED BY Senator Kopp

FEBRUARY 6, 1996

An act to amend Section 66516 of, and to add Section 66516.5 to, the Government Code, and to amend Sections 29142.4 and 99314.7 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1474, Kopp. Transportation: Metropolitan Transportation Commission: regional transit coordinating councils: duties.

Existing law requires the Metropolitan Transportation Commission, in coordination with the transit operator coordinating council established by the commission pursuant to a specified provision of existing law, to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction.

This bill would, instead, require the commission to adopt the specified rules and regulations in coordination with a regional transit coordinating council.

The bill would authorize the commission, in consultation with the council, to identify those functions performed by individual public transit systems that could be consolidated to improve service. The bill would authorize the commission to recommend that those functions be consolidated, as specified.

The bill would also authorize the commission to improve service coordination and effectiveness in specified transit corridors by adopting specified improvements in those corridors.

SECTION 1. Section 66516 of the Government Code is amended to read:

66516. The commission, in coordination with the regional transit coordinating council established by the commission pursuant to Section 29142.4 of the Public Utilities Code, shall adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction. The commission shall require every system to enter into a joint fare revenue sharing agreement with connecting systems consistent with the commission's rules and regulations.

SEC. 2. Section 66516.5 is added to the Government Code, to read:

66516.5. The commission may do the following:

(a) In consultation with the regional transit coordinating council, identify those functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity.

(b) Improve service coordination and effectiveness in those transit corridors identified as transit corridors of regional significance by the commission in consultation with the regional transit coordinating council by recommending improvements in those corridors, including, but not limited to, reduction of duplicative service and institution of coordinated service across public transit system boundaries.

SEC. 3. Section 29142.4 of the Public Utilities Code is amended to read:

29142.4. No funds shall be allocated to an entity pursuant to Section 29142.2, after January 1, 1978, unless, as determined by the Metropolitan Transportation Commission, the transit operator:

(a) Is a participating member of a regional transit coordinating council which the commission shall establish to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in areas such as marketing, maintenance, and purchasing. The commission shall be a member of the council.

(b) Establishes, for the period for which the funds are allocated, fare levels such that fare revenues equal at least 33 percent of its operating cost, which shall be all of its costs in the expense object classes, exclusive of the costs of the depreciation and amortization expense object classes, of the uniform system of accounts and records adopted by the State Controller pursuant to Section 99243. The allocation period shall not be less than one calendar quarter nor longer than one fiscal year, as determined by the commission. For purposes of this subdivision, the two special transit service districts of the Alameda-Contra Costa Transit District shall be considered separate transit districts. On and after July 1, 1981, the commission may grant, any operator which was in compliance with the 33 percent requirement prior to that date, a credit not to exceed 5 percent to meet that requirement on the basis of special operating characteristics of its transit system, including, but not limited to, its transfer and special fare policies. In no event shall the combined fare revenues of the three operators, excluding any credit granted by the commission, be less than 33 percent of their combined operating cost.

(c) Has complied with standards established by the commission pursuant to Section 66517.5 of the Government Code.

SEC. 4. Section 99314.7 of the Public Utilities Code is amended to read:

99314.7. (a) In allocating funds for operating purposes pursuant to Sections 99313 and 99314, the Metropolitan Transportation Commission shall apply the following eligibility standards to the operators within the region subject to its jurisdiction:

(1) An operator is not eligible for its full allocation under this section unless the operator has been found to have made reasonable effort in implementing productivity improvements pursuant to Section 99244. In determining whether a reasonable effort has been made, the Metropolitan Transportation Commission shall give consideration to whether the operator would qualify for funding under Section 99314.6. The amount of funds allocated shall be reduced in an amount that the Metropolitan Transportation Commission deems proportionate to the failure of the operator to implement the recommended improvements. The Metropolitan Transportation Commission shall adopt rules and regulations, in cooperation with the affected operators, governing the allocation of any funds withheld under this paragraph, subject to paragraphs (2) and (3).

(2) Notwithstanding paragraph (1), an operator shall not receive any funds pursuant to Section 99313 or 99314 unless it has complied with the applicable rules, regulations, and recommendations adopted by the Metropolitan Transportation Commission pursuant to Sections 66516 and 66516.5 of the Government Code.

(3) Funds withheld from allocation to an operator pursuant to paragraph (1) shall be retained by the Metropolitan Transportation Commission for reallocation to that operator for two years following the year of ineligibility. With respect to the funds withheld from an operator pursuant to paragraph (1), the Metropolitan Transportation Commission shall reallocate those funds to the operator if the operator

complies with that paragraph within two years. Funds not reallocated to the operator, and funds withheld pursuant to paragraph (2), shall be allocated to any eligible operator within the region subject to the jurisdiction of the Metropolitan Transportation Commission for the purpose of improving coordination among the operators, or to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the Consumer Price Index. Funds allocated for these purposes are exempt from subdivision (a).

(b) For purposes of this section, "operating cost," "revenue vehicle hour," and "Consumer Price Index" have the same meaning as defined in Section 99314.6.



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Senate Rules Committee / California State Senate / WebMaster@sen.ca.gov

Re: Rules and Regulations Governing Coordination of Interoperator Transfers,
Fares, and Schedules

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 2137, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC), the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq., has created the Regional Transit Productivity Committee, which has recommended potential productivity improvements pursuant to Public Utilities Code (PUC) Section 99244 through MTC's Work Program and Plan Revision Committee; and

WHEREAS, PUC Section 99244 provides that each transportation planning agency annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of those transit operators within the area under its jurisdiction; and

WHEREAS, PUC Section 99244 further provides that a committee consisting of representatives from the management of the operators, organizations of employees of the operators, and users of the transportation services of the operators shall provide advice on productivity improvements; and

WHEREAS, PUC Section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in performance audits, and conducted pursuant to PUC Section 99246; and

WHEREAS, pursuant to Section 99282.5 of the Public Utilities Code, MTC is required to adopt rules and regulations governing interoperator transfers; and

WHEREAS, pursuant to Section 66516 of the Government Code, MTC is required to adopt rules and regulations governing interoperator fare and schedule coordination; and

WHEREAS, MTC previously adopted Resolution No. 620 setting forth principles for transit coordination; and

WHEREAS, MTC previously adopted Resolution No. 1980 and No. 2096 to amend the rules for transit coordination; and

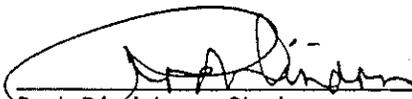
WHEREAS, MTC staff has worked with the transit operators through the Regional Transit Association and the Transit Operator Coordinating Council to review these rules and to conduct an annual Transit Coordination Evaluation; now, therefore, be it

RESOLVED, that MTC adopts the Rules and Regulations Governing Coordination of Interoperator Transfers, Fares, and Schedules attached as Attachments A and B to this resolution, and incorporated herein by reference and, be it further

RESOLVED, that prior to determining the Transportation Development Act (TDA) allocation to an operator for the next fiscal year, MTC shall review and evaluate pursuant to PUC Section 99244 the efforts made by the operator to comply with this resolution and, be it further

RESOLVED, that if MTC determines pursuant to PUC Section 99244 that the operator has not made a reasonable effort to comply with this resolution, MTC shall not approve a TDA allocation to the operator for the support of its public transportation system for the next fiscal year which exceeds the allocation to the operator for such purposes for the current fiscal year.

METROPOLITAN TRANSPORTATION COMMISSION


Rod Diridon, Chairperson

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 28, 1990.

Date: March 28, 1990
W.I.: 1004.10.01
W.A.: 0754r
Referred By: WPPRC

Attachment A
Resolution No. 2137
Page 1 of 4

RULES AND REGULATIONS GOVERNING COORDINATION OF INTEROPERATOR
TRANSFERS, FARES, AND SCHEDULES

1. AUTHORITY: Public Utilities Code Sections 99282, 99282.5, and 99302; Government Code Sections 66516, 66517, and 66517.5.
2. APPLICABILITY: All public transportation operators, as defined by the Transportation Development Act, in the counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma, and the City and County of San Francisco.
3. REQUIREMENT: All transit operators must enter into joint fare revenue sharing agreements with connecting systems, pursuant to Government Code Section 66516, consistent with the rules and regulations set forth below. Additionally, all operators must participate in the annual development of the regional coordination and productivity improvement program as described below.
4. DEFINITIONS: It is the intent of these rules and regulations to promote continued improvements in coordination that make transferring among operators more convenient to travelers. Improvements may include, but not be limited to:
 - A. Fare Coordination Joint fare instruments (paper transfers, joint tickets or passes, etc.); reciprocal transfer policies; revenue-sharing agreements; standardized fare categories, eligibility requirements, and discount levels; regionally compatible fare collection equipment.
 - B. Schedule Coordination Designating major regional trunkline services and transfer points; uniform procedures for coordinating service changes at designated regional transfer points; service standards at regional transfer points; timed transfers at selected major transfer points.
 - C. Service Coordination Identifying and filling gaps in regional transit services; policies and standards for relating regional and local services in a complementary system; policies and standards for integrating services that cross jurisdictional boundaries.
 - D. Public Information & Marketing Coordination Joint marketing programs and special promotions; coordinated phone information; standardized graphics and formats for signs, maps, and timetables.

- E. Passenger Facilities Coordination Multimodal facilities to enhance comfort, safety, and convenience.

The Productivity Improvement Program (PIP) is the annual program of coordination and performance audit based productivity projects adopted by MTC under Public Utilities Code Section 99244. The PIP includes the regional program of coordination projects developed jointly by operators and MTC to enhance coordination as defined above. Under PUC Sec. 99244, MTC must annually make a finding that operators have made a "reasonable effort to implement the recommended improvements" before MTC may allocate any State Transit Assistance (STA) funds or any annual increment in Transportation Development Act (TDA) funds.

The annual Transit Productivity and Coordination Evaluation is prepared by MTC, incorporating the PIP for the coming year, status of progress from the preceding year, and an overall evaluation of regional coordination.

The Regional Transit Productivity Committee (RTPC) is the body appointed by MTC as directed by Public Utilities Code Section 99244 to advise the Commission on developing the PIP and making the required findings.

5. RULES:

- A. The transit operators shall submit to MTC and annually reaffirm or update the joint revenue sharing agreements they have with all connecting systems, pursuant to Government Code Section 66516. Such agreements shall be described in the annual regional coordination improvement plan set forth below. Additional guidelines for development of projects to implement Government Code Section 66516 are contained in Attachment B and incorporated herein by reference.
- B. MTC in consultation with the transit operators, will establish an annual regional implementation plan for interoperator coordination improvements. This plan will be based upon goals and objectives established by MTC in consultation with the operators to guide the region's efforts to improve interoperator transfers. These objectives will be reviewed each year.
- C. Lead agencies shall be designated to coordinate operator efforts, including technical analyses, demonstration projects, and regional programs. Each of these efforts shall be fully scoped and scheduled as projects in the annual Productivity Improvement Program set forth in the Transit Productivity and Coordination Evaluation, which serves as the regional implementation plan for interoperator coordination.

- D. Each year, the operators and MTC shall conduct an annual evaluation of progress toward completion of project workscopes and the level of operator participation in project implementation to determine any necessary modifications to project workscopes and to assess each operator's contribution toward project implementation. The annual Transit Productivity and Coordination Evaluation shall also evaluate efforts which an operator or group of operators may choose to undertake separately from work required for the regional projects.
- E. The operators, working through appropriate staff committees, shall participate in the development and implementation of regional programs designated in the Transit Productivity and Coordination Evaluation. These programs will also be included in the Productivity Improvement Program and be monitored by the Regional Transit Productivity Committee. Operators shall assist MTC staff in annually evaluating progress toward implementing the regional programs.
- F. Each operator shall include in its annual update to its Short Range Transit Plan specific plans for implementing the regional coordination improvement programs identified in the current Transit Productivity and Coordination Evaluation. The plans should include a description of actions already taken or scheduled to be taken, and priorities for such actions. In addition, changes in services affecting connections with other operators shall be identified. Recommendations on changes in the designation of trunkline routes and transfer points shall be made if conditions warrant.
- G. MTC staff will review proposed plans, operator budgets, and project applications for consistency with the current Transit Productivity and Coordination Evaluation. After review by the Regional Transit Productivity Committee, MTC staff will recommend to the Commission whether a finding of reasonable effort to implement the adopted program can be made. If such finding cannot be made, MTC staff will recommend appropriate actions to withhold or defer operator funds until a positive finding can be made, consistent with applicable law.

6. RESPONSIBILITIES

- A. Transit Operators - Coordination among themselves to execute revenue sharing agreements with all connecting operators and to implement specific improvement programs as set forth in the Transit Productivity and Coordination Evaluation, and identification of specific plans to implement such programs in annual Short Range Transit Plan revisions.

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Referred By: WPPRC

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- B. RTPC - Monitoring of regional coordination programs designated in the Transit Productivity and Coordination Evaluation; recommending findings of reasonable effort to implement coordination programs identified in the Productivity Improvement Program.
 - C. MTC - Finding of operator conformance with the Transit Productivity and Coordination Evaluation regional coordination plan in conjunction with the official finding of reasonable effort in implementing the regional Productivity Improvement Program; preparation of the annual Transit Productivity and Coordination Evaluation; review of Short Range Transit Plans; operator budgets, and project applications for consistency with the Transit Productivity and Coordination Evaluation.
7. REVISION: These rules and regulations may be revised from time to time by action of the Commission, upon consultation with the operators. As a part of the annual PIP process, these rules and regulations, and their associated attachments, will be reviewed, revised as warranted, and formally adopted by the Commission.

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RULES & GUIDELINES FOR GOVERNMENT CODE SECTION 66516 PROJECTS

- A. **REQUIREMENT:** Government Code Section 66516 requires MTC to "...adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction. The commission shall require every system to enter into a joint fare revenue sharing agreement with connecting systems consistent with the commission's rules and regulations." Operator connections covered by this requirement shown on the attached chart.
- B. **SCHEDULE:** Government Code Section 66516 projects to promote coordination of fares and schedules shall be developed within the framework of the annual coordination program, which is incorporated as part of the annual regional Productivity Improvement Program (PIP). (Public Utilities Code Section 99244). Operators' projects are developed by April so that the complete PIP may be reviewed in May and adopted in June. Existing, revised, and proposed revenue sharing agreements must be documented as PIP projects by all operators. Such agreements should include consideration of the following guidelines.
- C. **FORMAT:** Revenue-sharing agreements may vary in content and format from operator to operator, but all should be documented like other coordination projects in the following format. Fare and schedule coordination project descriptions shall include the following information:
1. Title
 2. Participating agencies
 3. Lead agency
 4. Project objective and relationship to adopted regional coordination objectives
 5. Project description (see below)
 6. Project task schedule indicating key milestones

For fare coordination projects, the project description shall include information describing the market to be served, the specific type of fare coordination proposed, and the proposed pricing and revenue sharing. For revenue-sharing agreements, the executed agreements should be attached to the project description.

For schedule coordination projects, the project description shall include information describing the specific locations and routes affected and the market to be served.

For all projects, participating operators will agree to the lead agency and to the writing of the project description. Separate submittals by each participating agency are not required.

D. GUIDELINES

1. General

- a. Projects may be multi-year, but significant milestones must be attainable in the program year.
- b. Projects must be related to achievement of regional coordination objectives.
- c. Recognizing that time, staffing, and funding may constrain progress, the rationale for establishing project priorities should be explicitly described.
- d. Public information (graphics, printed material, promotions, signs, sales outlets, etc.) is essential for the success of fare and schedule improvement projects and should be incorporated as appropriate.
- e. Improvements should be considered for both significant current markets and potential growth markets.
- f. Existing agreements should be referenced and either (a) incorporated into the proposed program, or (b) modified as necessary to be consistent with the overall coordination program.
- g. Participating transit operators shall work cooperatively to establish project goals and objectives, develop and implement projects, evaluate effectiveness, and resolve any operational problems that might arise.
- h. Where coordination improvements require additional funding to implement, those costs and funding sources should be explicitly identified.

2. Fare Coordination

- a. Joint fare instruments may include paper transfers, time-limited passes, trip or value-limited tickets, or combinations which allow riders to pay in advance or on-board for a complete trip, regardless of the number of operators used.
- b. Operators that connect with several other operators should seek overall consistency in their joint fare arrangements to promote understanding by patrons and simplicity in administration.

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- c. Where a significant current or future travel market may involve more than two operators (e.g., feeder-trunk-feeder), joint fares shall consider the complete trip.
- d. An important objective is to simplify the overall system of joint fares. Therefore, entirely new types of joint fare instruments are generally discouraged unless they fill an important gap in the system. Expanding the use of existing joint fare instruments and/or movement toward the "Universal Ticket" are encouraged.
- e. Priority should be given to filling gaps where there are no existing joint fares or transfers.
- f. Joint fares and transfers should be designed for all riders. However, the schedule for phasing in the various fare categories is subject to mutual agreement between the affected operators.
- g. The pricing of joint fares must consider revenue needs and subsidy availability, but the pricing of joint fares should also consider the following:
 - (1) Type of service Short, local trips should be comparably priced, whether or not they cross jurisdictional boundaries for comparable services. Long-distance trips should be comparably priced, appropriate to their markets and service levels.
 - (2) Discounts In general, short trips that connect with longer trunkline services, or that cross zone lines or jurisdictional boundaries, tend to be priced high relative to other trips. In such cases, simply adding together existing fares could result in overpricing the service. However, it is not MTC's intent or policy that all interoperator transfers be free. An appropriate joint price should be set reflecting value to the rider, usage level, and revenue requirements. The additional transfer fare, if any, might be restricted to a separate transfer instrument, or incorporated into the pricing of a multi-ride instrument.
- h. Implementation plans shall ensure that there is an adequate distribution system for making joint and individual fare instruments readily available to the public.

3. Schedule Coordination

- a. Schedule coordination improvements should be focused on, but not limited to, regional transit transfer points identified by MTC and the Regional Coordination Task Force (RCTF) and the Transit Operator Coordinating Council (TOCC).
- b. Schedule coordination at regional transit transfer points should focus on services designated as regionally significant by each operator. Transit operators should give the highest priority to coordinating schedules of the regional transit routes at these locations.
- c. At each location, and at other designated interoperator transfer locations, a lead agency shall be mutually agreed upon by all connecting operators for the purpose of establishing a process for schedule coordination and continued planning of schedule changes. Additional cost of new services and facilities required to meet the schedule coordination standards should be identified for possible new funding consideration.
- d. Schedule coordination should be designed for all riders. However, the size of the interoperator travel market benefiting from the schedule improvement and the cost of improving schedule coordination may be a consideration in the phased implementation of schedule coordination improvements. Initial focus should be on travel in the priority direction at each regional transit transfer location.
- e. Schedule coordination at regional transit transfer locations, and other designated operator transfer locations, should be designed to achieve the standards developed and periodically reviewed in cooperation with the RCTF.

E. EVALUATION

Each project description will be evaluated by MTC staff for consistency with these guidelines and for the extent to which the project achieves the adopted regional coordination objectives. MTC staff evaluations will be reviewed with operators before presenting final recommendations to the RTPC and the Commission. These evaluations will be included in the Transit Productivity and Coordination Evaluation.

TRANSIT OPERATOR CONNECTIONS AFFECTED

Read across row to black box and down column for each operator	A C	B A R T	B A R T E x p	B e n i c i a	C a l T r a i n	C C C T A	C l o v e r d a l e	D u m b a r t o n E x p	D i x o n	E C C T A	F a i r f i e l d	G o l d e n G a t e	H e a l d s b u r g	L A V T A	M U N I	N a p a	P e t a l u m a	S a m T r a n s	S C C T D	S a n t a R o s a	S e b a s t a p o l	S o n o m a C o.	U n i o n C i t y	V a l l e j o	W C C C T A	Y o u n t v i l l e	M a r t i n e z L i n k	
AC																												
BART	X																											
BART Express	X	X																										
Benicia		X																										
CalTrain																												
CCCTA		X	X	X																								
Cloverdale																												
Dumbarton Exp	X	X			X																							
Dixon																												
ECCTA			X																									
Fairfield																												
Golden Gate	X	X			X																							
Healdsburg																												
LAVTA			X		X																							
MUNI	X	X			X							X																
Napa																												
Petaluma												X																
SamTrans	X	X			X			X			X				X													
SCCTD	X	X			X			X										X										
Santa Rosa												X																
Sebastapol												X																
Sonoma Co.							X				X	X					X			X	X							
Union City	X	X						X																				
Vallejo	X	X	X	X							X				X													
WCCCTA	X	X	X																						X			
Yountville																X												
Martinez Link	X	X				X																				X		

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Appendix D

SOLANO TRAFFIC MODEL

A. General Approach to Travel Modeling

This memo describes the traffic forecasting model developed for the Solano Transportation Authority (STA). The discussion includes a detailed description of the model structure, components, its development and use. The Solano model area includes the entire nine County Bay Area, the Sacramento Area Council of Governments counties (4), and the San Joaquin County Council of Governments.

The model is built around the need to predict the PM peak hour traffic impact of a set of proposed Land Use/Street System/Travel Behavior assumptions. A computer readable representation of the street system (NETWORK) is defined in terms of street segments (LINKS) identified by end points (NODES) and key traffic related characteristics (LINK DATA). Land use data for the area defined by the street system and from which traffic will be generated is compiled by small geographic areas (TRAFFIC ANALYSIS ZONES OR TAZ'S), usually bounded by the surrounding modeled streets.

The CMA traffic model uses the TRANPLAN software package operating on an IBM compatible computer. The procedures used in the CMA model follow the general methodology commonly used in the engineering profession for transportation demand forecasting. The analysis includes three general steps: Trip generation, trip distribution, and traffic assignment. Trips generated in each portion of the study area are distributed based on relative attractiveness and travel times, and external trips which pass through the study area are added in. The total daily or peak hour trips are assigned to the road network to produce the estimates of traffic volumes on each roadway section.

Travel behavior assumptions for the projection year are reflected in the trip generation rates and factors used to develop the projection year's trips. The generator units times its generation rates and factors yields its projection year trips. This process is used to generate trips for the "normal" and "special" generators in the City. Projected trips entering and leaving the County are derived from the larger regional Countywide Congestion Management Program computer model which consists of MTC, SACOG and San Joaquin County combined models. The projection year trips by TAZ are then distributed using a Gravity Model, and the resulting TAZ to TAZ trip interchanges are assigned to routes in the modeled network using an equilibrium assignment algorithm. The equilibrium constrained route assignment method allows the model to reflect diversions of traffic around congested portions of the street system.

B. Demographic/Land Use Forecasts

At the start of the modeling process, it was determined that there would not be enough time for each of the jurisdictions in Solano County to redo the existing land use data sets to conform to a common land use base. Each of the jurisdictions in Solano County has different land use categories with some commonality (i.e. single family home, multi-family home, industrial, etc.).

Refer to Attachment 1 (under separate cover) which lists the land use data for all of Solano County jurisdictions for 1987. Attachment 2 (under separate cover) lists the land use data for all of the Solano County jurisdictions for 2000. All of the "external" land use is already converted to daily vehicle trips at the COG. In 1997, the STA was updating the model and converting it for consistency with the MTC Baycast mode choice model. The land use data for the 1990 base year will be used in this update.

C. Pricing Assumptions

No pricing assumptions are used for this model, however, the model will also be converted for consistency with the MTC Baycast model that will be including pricing assumptions. All interzonal trips are loaded on the minimum paths of the input highway network. The network parameter, time, is adjusted link by link according to the 1985 Highway Capacity Manual volume/capacity time adjustment curve data.

D. Network Assumptions

The Solano model network was initially based on the SACOG/MTC Strategic Transportation Planning Study I-80 model. Additional detailed network for Solano County was provided by each of the County's jurisdictions. San Joaquin County was modeled as major arterials and larger streets/freeways. Attachment 3 (under separate cover) has plots of the regional (Pacific Ocean to east of Auburn, Ukiah to Tracy) network and Solano County network.

E. Auto Ownership Assumptions

Auto ownership is not included in the trip generation module. Auto ownership is reflected in the varying trip generation rates for the different housing types.

F. Trip Generation

The trip generation rates, used in the model, are derived from ITE 4th and 5th Edition Manual. MTC trip-purpose data for Solano County was used to apportion the data among the four trip-purposes used in the model (home-based work, home-based shop, home-based other and non-home based). Attractions are balanced to productions.

Since each jurisdiction has different land use categories, each city has its own trip generation module. Attachment 1 lists trip generation rates, productions and attractions by zone for 1987 (during 1997-98 this base year will be updated to 1990). Attachment 2 lists the trip generation rates, productions and attractions by zone for 2000. New horizon year projections for the years 2005, 2010, 2015 and 2020 will be added to the model as soon as possible.

G. Trip Distribution

Trip distribution is performed by a gravity model using MTC derived friction factors for the probability of trips of XX time taking place. Attachment 4 (under separate cover) lists the county-to-

county trip distribution for the model by trip purpose at a daily level. MTC pm peaking factors were used to generate pm peak hour vehicle trips. Attachment 5 (under separate cover) lists the observed to modeled traffic volumes at all "gateways" to the county.

H. Mode Choice

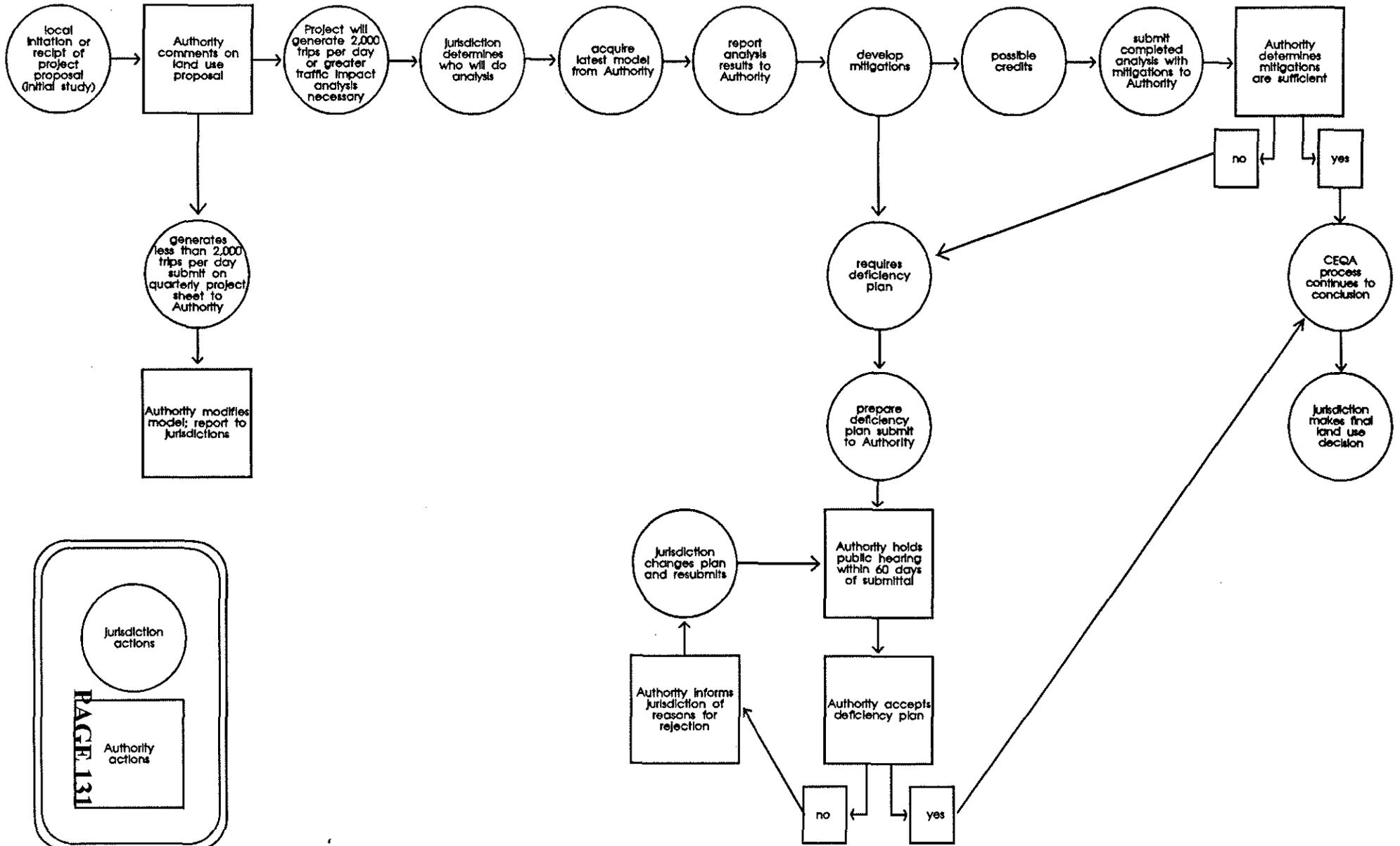
The Solano CMP Model does not currently include a mode-choice module. The Solano to Bay Area vanpool usage is already reflected in the vehicle trips provided by MTC. However, the new MTC Baycast model will have mode choice assumptions that will be reflected in our update.

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Appendix E

CMP Land Use Analysis Flow Chart



Jurisdiction actions

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Authority actions

Appendix F

Transportation Terms

Americans With Disabilities Act (ADA): Civil rights legislation passed by Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, housing and public accommodations, telecommunications and state and local government operations. Under this Act, most transportation providers are obligated to purchase lift-equipped vehicles for their fixed-route services, and must assure "system-wide accessibility" of their demand-responsive services to persons with disabilities. For those persons unable to use fixed-route service by virtue of their disability, supplemental paratransit service must be provided.

APTA American Public Transit Association: An international lobbying and research organization for transit operators and suppliers based in Washington D.C.

ARB Air Resources Board, aka CARB: The state agency responsible for adopting state air quality standards, establishing emission standards for new cars sold in the state, and overseeing activities of regional and local air pollution control agencies.

Article 3: (PUC 99233.3) - 2% of the fund, after deducting planning and administration amounts, may be allocated to fund facilities for the exclusive use of bicycles and pedestrians, and bicycle safety education programs.

Article 4: (PUC 99260 et seq) funds "regular" public transportation for operating and capital purposes. Depending upon the county or planning area, farebox ratio requirements are required, ranging from 10% for rural systems to a 50% limitation of total operating expenses. Claimants of Article 4 funds are subject to participation in a productivity improvement program (PIP) and triennial performance audits.

Under PUC 99260.7, a joint powers agency member may contribute Article 4 funds to an exclusive elderly and handicapped (E&H) system for capital and operating costs, and is also subject to farebox requirements.

Article 4.5: (PUC 99275) may be claimed by a city, county, or Consolidated Transportation Services Agency (CTSA) for operating specialized services and for capital costs for those services. Amount is limited to 5% of LTF in priority to other local claimants for Article 4 or 8 (see below) funds. Subject to farebox requirements or local match requirements, determined by the Regional Transportation Planning Agency (RTPA). In the nine county San Francisco Bay Area region, the RTPA is MTC.

Article 8: (PUC 99400 et seq) funds may be claimed by a city, county, or transit district in counties with a population under 500,000 or in San Bernardino County for operating, planning, administrative and capital costs for specialized or general services under contract. Subject to farebox requirements.

These funds may also be claimed for local streets and roads projects, provided that a finding is made by the Regional Transportation Planning Agency that there are no unmet needs which are reasonable to meet within the claimant's area.

Funds may also be claimed under Article 8 for multimodal transit facilities, and in San Diego County, for express bus and vanpool services.

AVL: Automatic Vehicle Location System: Senses, at intervals, location of vehicles that carry special sensing equipment that sends a signal to central control.

Brokerage: A method of providing transportation where riders are matched with a variety of transportation providers through use of central dispatching and administrative facilities. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance and other functions under contractual arrangements with agencies, municipalities and other organizations.

California Association for Coordinated Transportation (CALACT): CalACT is a statewide organization comprised of individuals and agencies from diverse facets of transportation (including operators of small and large systems, planning and governmental agencies, vendors, etc.) who are dedicated to the coordination of public and specialized services throughout the State of California.

Caltrans: (California Department of Transportation) Administers FTA Sections 16(b), 18, and "little 9" on statewide basis; Solano County is in District 10.

Capital Costs: The costs of a public transit system's long-term assets such as property, building, vehicles and other equipment.

CBD: Central Business District.

CEQA: California Environmental Quality Act of 1970: See EIR.

Chassis: Vehicle frame with all operating parts including engine, transmission, wheels and brakes.

CHP: California Highway Patrol.

CIP: Capital Improvement Program: Twenty-year investment program to enhance performance of the MTS that is part of the RTP.

CMA Congestion Management Agency: A countywide organization responsible for preparing and implementing the county's CMP. The CMA can be a new or existing public agency designated by a county's cities and board of supervisors. CMAs came into existence as a result of state legislation and voters' approval of Prop. 111 in 1990. In Solano County, the CMA is the Solano Transportation Authority.

CMAO Congestion Mitigation and Air Quality Program: A pot of money contained in ISTEA for projects and activities that reduce congestion and improve air quality in regions not yet attaining federal air quality standards.

CMP Congestion Management Program: What a CMA is responsible for. Required of every county in California with an urbanized area of at least 50,000 people. Updated biennially, a CMP sets performance standards for roadways and public transit, and shows how local jurisdictions will attempt to meet those standards through TDM strategies (including a TRO) and a seven-year capital improvement program. A CMP is necessary in order to qualify for certain funds made available through the state gas tax increase authorized in 1990. CMPs must be consistent with the RTP.

CNG Compressed Natural Gas: A clean-burning alternative fuel for vehicles.

COG Council of Governments: A voluntary organization of local governments that strives for comprehensive, regional planning. A COG can also be an MPO, and RPTA or a CMA, or any combination of the four. In the Bay Area, the Association of Bay Area Governments (ABAG) is the COG.

Community Transportation: Public transit services designed to respond to the special mobility needs of the elderly, persons with disabilities, the poor and residents of smaller cities and rural communities. Community transit services may be provided independently of or in conjunction with conventional mass transit services.

Coordination: A cooperative arrangement between transportation providers and organizations needing transportation services. Coordination models can range in scope from shared use of facilities, training or maintenance to integrated brokerages or consolidated transportation service providers.

Corridor: Broad geographical band connecting major sources of trips, for example, the I-80 corridor.

CPI: Consumer Price Index.

CTC California Transportation Commission: A state-level version of MTC that sets state spending priorities for highways and transit and allocates funding. Members are appointed by the governor.

CTSA Consolidated Transportation Services Agency: Created by the Social Services Transportation Improvement Act of 1979 (AB120), to coordinate and consolidate existing resources to improve transportation to the elderly and handicapped. Under AB120, each county prepared a local action plan for implementation of the Act, and designated a CTSA, eligible for receiving TDA Article 4.5 funds and responsible for implementing the Action Plan.

DBE: Disadvantaged Business Enterprise. A business identified by the federal Small Business Administration as owned and controlled by one or more socially and economically disadvantaged people.

Deadhead: Movement of vehicles without passengers, often to and from a garage.

Dedicated Funding Source: Funding source which, by law, can be used for one purpose only, such as transit.

Delegation: Local jurisdictions voluntarily implementing the Bay Area Air District Employer-Based Trip Reduction Rule on behalf of the Air District.

Demand-Response: The kind of transit service where individual passengers can request door-to-door or point-to-point transportation from a specific location to another specific location at a certain time. Can also be called "dial-a-ride" or "paratransit."

Dial-A-Ride: See "demand-response" above.

Discretionary Funds: Any funds whose distribution is not automatic.

Dispatching: The process of relaying service instructions to vehicle drivers or operators.

DOT Department of Transportation: At the federal level, a cabinet agency with responsibility for highways, mass transit, aviation and ports; headed by the secretary of transportation. The DOT includes the FHWA, the FTA and the FAA, among others. There are also state DOTs (California's is referred to as CalTrans).

E&H "Elderly and Handicapped": Generic term used in transportation to refer specifically to services for elderly and/or disabled persons, but also often used in reference to general "specialized" transportation, especially paratransit.

EEOC: Equal Employment Opportunity Commission.

EIR/EIS (Environmental Impact Report/Environmental Impact Statement):

An analysis of the environmental impacts of proposed land development and transportation projects; an EIR is conducted in response to CEQA, and an EIS is conducted for federally funded or approved projects per NEPA. A draft EIR or draft EIS (DEIR or DEIS - often they're prepared simultaneously) is circulated to the public and agencies with approval authority for comment. Like a polliwog whose next stage in life is a frog, a DEIR or DEIS grows up to be a certified FEIR or FEIS that contains responses to public comments and ways to mitigate adverse impacts.

Extra Board: Operators (or drivers) who have no assigned run but are used to cover runs deliberately left open or runs left open because of absence of assigned operators.

Farebox: Machine that accepts tokens, bills, coins or tickets from passengers for rides.

Farebox Revenue: The monies or tickets collected as payments for rides. Can be cash, tickets, tokens, transfers and pass receipts.

Farebox Recovery Ratio (California TDA): The percentage of operating expenses, excluding depreciation, liability and casualty insurance premiums and liability claim settlements, which are covered through passenger fares, computed by mode. Other exclusions, such as revenues and expenses for new services, are also allowed.

Fare Elasticity: How ridership responds to fare increases or decreases.

Fare Structure: System to determine how much is to be paid by different types of passengers using the system at various times and traveling different distances.

FCR Flexible Congestion Relief: A state-directed funding program that applies state and federal dollars to local and regional transportation projects that ease traffic congestion, regardless of mode.

Feeder Route: Local bus service that moves passengers to express bus or rail stations.

FHWA: Federal Highway Administration. See DOT.

Fixed Guideway: System of vehicles that can operate only on its own guideway.

Fixed Route: Transit services where vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation. Typically, fixed-route service is characterized by features such as printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.

FSP Freeway Service Patrol: By the Spring of 1993, FSP trucks aided stranded motorists and helped to clear incidents along 100 miles of the region's most congested freeways. This project is jointly sponsored by the MTC SAFE, Caltrans and the CHP.

FTA-Federal Transit Administration (formerly the Urban Mass Transportation Administration): The component of the U.S. Department of Transportation that regulates and helps fund all public transportation within local communities. FTA provides financial assistance for capital and operating costs and also sponsors research, training, technical assistance and demonstration programs. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) changed the name of this agency to FTA.

Headway: Time intervals between vehicles moving in the same direction on a particular route.

Heavy Rail: Electric rail transit system with exclusive right-of-way and high volume of passengers. Called subways, elevateds (or "ELS") and metros.

HOV Lane - High-Occupancy Vehicle Lane: The technical term for a carpool lane, commuter lane or diamond lane.

Insurance Pool: An organization of insurers or reinsurer through which particular types of risks are underwritten with premiums, losses and expenses shared in agreed-upon amounts.

Intermodal: Switching between different types of transportation.

ISTEA Intermodal Surface Transportation Efficiency Act: Pronounced "Ice Tea", this landmark \$151 billion legislation signed into law in December 1991 made broad changes to the way transportation decisions are made, emphasizing diversity and a balance of modes, as well as the preservation of existing systems over construction of new facilities, especially roads.

IVHS: Intelligent Vehicle Highway Systems. Also known as "smart cars," "smart streets" and even "smart buses," it promises to move the daily commute from frustration-filled gridlock to computer-guided navigation. The term refers to a wide range of advanced electronics and communications technology applied to roads and vehicles. Designed to improve safety and productivity, IVHS also can have a positive impact on air quality by cutting congestion.

Jitney: Private vehicles usually run on a fixed schedule.

Joint Development: Projects undertaken jointly by the public and private sectors. Usually refers to real estate projects and transit projects undertaken adjacent, above and/or below each other as a means of financing transit projects with minimal public expense.

Kneeler: A moveable lower step on a bus which can be lowered and raised to make it easier for elderly passengers or passengers whose mobility is impaired to board a bus.

Light Rail: Electric rail transit with "light" volume of traffic capacity, as compared to "heavy" rail. May be on exclusive or shared right-of-way. Includes streetcars and trolley cars. Usually has overhead electric wires.

LNG: Liquid natural gas. An alternative fuel.

Load Factor: Ratio of passengers actually carried vs. vehicle passenger capacity.

Local Match: Under TDA Article 8 and 4.5, funds other than fares may be used to meet the required ratios of expenditure to subsidy (10% for rural operators and 20% for urban operators). Funds from other agencies which pay costs of client travel, volunteer labor, and donations are all examples of local match which can be used to meet the ratio requirements. MTC Resolution No. 1209 outlines the types of "local match" which are allowable.

LOS Level of Service: A report card that rates traffic flow from A (excellent) through F (flunks), and compares actual or projected traffic volume with the maximum capacity of the intersection or road in question.

Low-Floor Vehicle: One which has entrance way and floor closer to the ground, for easier access by those with disabilities.

LPG: Liquid (or liquefied) petroleum gas. Also known as propane.

LRT Light-Rail Transit: Fixed-guideway transportation mode that typically operates on city streets and draws its electric power from overhead wires; includes streetcars, trolley cars and tramways. Differs from heavy rail - which has a separated right-of-way, and includes commuter and intercity rail - in that it has a lighter passenger capacity per hour and more closely spaced stops.

LTF: Local Transportation Funds (one component of TDA funds).

Maglev Magnetic Levitation: This technology permits trains to move at high speed above a guideway on a cushion of air generated by magnetic force.

Match: State or local funds required by the federal government to complement federal funds for a project. A match may also be required by states in funding projects which are joint state/local efforts.

MBE: Minority Business Enterprise. Business owned and controlled by people defined as minorities under federal DOT regulations for federally financed projects.

Miles Between Road Calls: An average derived by dividing the number of miles operated by the number of radio calls.

Modal Split: Number of passengers (usually in a given urban area) who use the various forms of transportation available.

Monorail: System in which vehicles run a fixed rail or beam.

MPO Metropolitan Planning Organization: A federally required transportation planning body responsible for the RTP and the TIP in its region; the governor designates an MPO in every urbanized area with a population of over 50,000.

MTC - Metropolitan Transportation Commission: Created by the Legislature in 1970 to coordinate transportation planning and related activities in the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma serves as RTPA for TDA and state funds; as MPO for federal funds; eighteen member Commission.

MTS Metropolitan Transportation System: At the heart of ISTEA and by extension, of the RTP, this is an integrated, multimodal transportation system consisting of the major highways, arterial and transit routes used to move people and goods around a region.

NEPA: National Environmental Policy Act of 1969. See EIS.

Nonregistering Fareboxes: The driver must check to see if the proper fare was deposited.

OD Study: Study of the origins and destinations of trips by vehicles or passengers.

Off Peak: Non-rush periods.

Older Americans Act: Title III was designed to augment existing services and to develop new ones to meet the needs of people over 60. Included in these services are a very wide variety of personal assistance services.

Operating Costs: Refers to all costs associated with operating and maintaining a transit system, including labor, fuel and maintenance.

Operating Ratio: Transit system expense recovery obtained by dividing operating revenue by operating expense.

Paratransit: Refers to the kinds of passenger transportation that provide service to the public on a regular basis that is more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand-response transportation services, subscription bus services, shared-ride taxis, carpooling and vanpooling, jitney services, etc.

Park-and-Ride Lot: Lot to which passengers drive their cars to board transit vehicles.

Particulate Trap: Device on diesel buses to clean exhaust of particulate matter.

Passenger Miles: Total number of miles traveled by passengers on a vehicle. (One bus with ten passengers traveling 10 miles equals 100 passenger miles).

PCC-Paratransit Coordinating Council: PCCs were established in response to MTC Resolution No. 468 (1977). Made up of representatives of social service and paratransit agencies as well as users to set priorities for annual paratransit operating subsidies and capital assistance allocated by MTC. There is one in each of the Bay Area's nine counties.

PIP-Productivity Improvement Program: Where MTC, per state mandate and in conjunction with transit operators, lays out projects and programs to streamline and integrate the region's more than two dozen transit systems.

PMS-Pavement Management System: Used in the Bay Area to refer to MTC's computer-assisted program for diagnosing and curing potholes in a timely, cost-effective manner and preventing them in the first place through judicious maintenance. In wide use among the region's cities and counties.

POP-Program of Projects: Adopted by MTC every fall, it shows projects and programs to benefit from federal transit funding flowing to the Bay Area by formula in the coming fiscal year from the FTA Section 9, FTA Section 3 Fixed Guideway, STP and CMAQ programs.

Privatization: Private companies or nonprofit organizations taking over operations from public agencies and running them for a contracted fee or under exclusive operating agreement such as a franchise.

PSR: Project Study Report.

Public Law 504: "No otherwise qualified handicapped individual in the U.S. shall solely by reason of handicap be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Pull-In Time: Period at end of run for driver to check farebox and turn in receipts to dispatcher.

Pull-Out Time: Period at beginning of run for driver to prepare vehicle for service before it leaves the yard.

Pulse Point: Where two or more bus routes converge.

Real-Time Scheduling: Refers to scheduling methods where users call for a trip at the actual time they wish to be picked up and the actual pickup is made as close as possible to the requested time without advance reservations.

Registering Fareboxes: Fare is counted and displayed for driver.

Revenue Miles: Miles run by vehicles for passengers.

Revenue Passenger: Passenger who pays for a ride.

Ridership: The number of persons using a transit system within any given period.

Road Call: Failure and removal of a bus in revenue service.

Rolling Stock: Vehicles used in a transit system, such as railcars and buses.

Route Deviation Service: Public transportation in a fixed route that may deviate from the route from time to time, to pick up or drop off passengers.

Route Miles: Total number of miles in a fixed-route transit system.

RTIP-Regional Transportation Improvement Program: The first stop on the way to the STIP, it lists highway and transit projects for which the region hopes to capture FCR funds. Compiled by MTC every two years from priority lists submitted by local jurisdictions.

RTP-Regional Transportation Plan: A multimodal blue-print to guide the region's transportation development for a 20-year period. Updated every two years, it is based on projections of growth and travel demand coupled with real-world financial assumptions. Required by state and federal law.

RTPA-Regional Transportation Planning Agency: A state-designated agency responsible for preparing the RTP and RTIP; administering TDA and other state funds; and other tasks. MTC is the Bay Area's RTPA.

Run Cutting: Scheduling individual assignments or "runs" on a particular route.

Scheduling: Preparing an operating schedule for transit vehicles on the basis of passenger demand, level of service and other operating elements such as travel times or equipment availability.

Section 3: Discretionary grant program administered by the FTA, used primarily to fund extraordinary capital purchases.

Section 9: Refers to the section of the FTA Act that authorizes grants to public transit systems in urban areas. Funds authorized through Section 9(a) (1) are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their Section 9 funds directly from FTA.

Section 13C: Federal Transit Act section dealing with transit workers.

Section 15: A report filed annually with FTA which provides operating and financial information used in developing formula grant allocations.

Section 16(b): Refers to the section of the Federal Transit Administration Act (FTA) that authorized capital assistance to states in both rural and urban settings that serve the elderly and handicapped.

Section 18: Refers to the section of the Federal Transit Administration Act that authorized grants to public transit systems in non-urban areas. Through the states, Section 18 offers both capital and operating assistance.

Sensitivity Training: A group in which the members, under guidance of a leader (trainer), seek a deeper understanding of others and themselves by the exchange of feelings, experiences, and/or physical contacts.

SHA: State Highway Account.

SIP-State Implementation Plan: Metropolitan areas prepare local and regional SIPs showing steps they plan to take to meet federal air quality standards. This term also refers to CARB's plan for cleaning the air statewide.

SRTP - Short-Range Transit Plan: A nine-year comprehensive plan required of all transit operators by federal and regional transportation funding agencies.

State Transit Assistance Funds (STA): STA was created in 1979 to provide an additional funding source for local transit and streets projects. Funds are derived from the statewide sales tax and allocated by formula to each Transportation Planning Agency. The formula is 70% according to population and 30% according to operator revenues for the prior fiscal year. They are allocated on the same basis as Article 4 funds purposes, and cannot be used for administration, planning or Article 4.5 purposes. This fund has been shrinking in recent years, and is no longer a reliable source of funding for transit.

STIP-State Transportation Improvement Program: What the CTC ends up with after combining and whittling down all the RTIPS. Covering a seven-year span and updated every two years, the STIP determines if and when capacity-enhancing transportation projects will be funded by the state.

Store-Value Card: Type of card in which an amount is stored and deducted automatically by machine when a ride is taken.

STP-Surface Transportation Program: One of the key capital programs in ISTEA, it provides flexibility in expenditure of "road" funds for transit modes, as well as for pedestrian and bicycle facilities.

Subscription Service: A service in which route and schedules are pre-arranged to meet the travel needs of riders who sign up for the service in advance.

Subsidy: The amount of operating costs paid from funds other than fares or local match. The amount needed from federal, state, or local government sources to make up the balance of the operating expenses of a transit system.

TCI-Transit Capital Improvement: State program fed by the TP&D account and the State Highway Account that funds transit capital projects. TCI funds require a 50% local match.

TCM-Transportation Control Measure: Strategy to reduce driving or smooth traffic flows in order to cut auto emissions.

TDA-Transportation Development Act: Established in 1971, TDA authorizes the establishment of a Local Transportation Fund (LTF) in each of the state's 58 counties, into which is deposited 1/4-cent of the statewide 6-cent sales tax, returned to the county or origin on a pro rata basis. Revenues in the LTF are then allocated under different articles of TDA for various transportation purposes.

TDM-Transportation Demand Mangement: Low-cost ways to reduce demand by automobile on the transportation system, such as programs to promote telecommuting, flextime and ride sharing.

TEA - Transportation Enhancement Activities: Congestion Mitigation and Air Quality funds. To cut pollution in communities with serious air quality problems (i.e., those that are in non-attainment status for the National Ambient Air Quality Standard). Both construction and non-construction projects are eligible: Match: 80% federal and 20% state or local.

TIP - Transportation Improvement Program: This is primarily a spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types. MTC prepares the three-volume TIP annually with the cooperation of local governments, transit operators and CalTrans. Depending on the funding source, it covers a three-to-seven-year period.

TMA-(1) Transportation Management Association: A voluntary group set up by employers or other entities to reduce vehicle trips within a certain areas.

(2) Transportation Management Area: A region subject to certain planning requirements under ISTEA. Any urbanized area with a population of more than 200,000 automatically is a TMA.

TOS -Traffic Operations Systems: In the Bay Area, Caltrans and the CHP will monitor traffic flows by means of detectors embedded in pavement and closed-circuit television cameras, quickly dispatching tow trucks and other assistance. By the year 2000, all 500 miles of Bay Area's freeways should be TOS-equipped.

TP&D Account Transportation Planning and Development Acct: A state transit trust fund that is the funding source for the STA program and the largest funding source for TCI.

Translink: MTC's prototype for a universal ticket valid on all transit modes, from BART to buses to ferries. The BART-style, stored-value ticket has been tested in Alameda and Contra Costa Counties and will be expanding across the region over the next several years.

Travel Training: Training persons with disabilities to use public transportation successfully.

Trip: A one-way movement of a person or vehicle between two points. Many transit statistics are based on unlinked passenger trips, which refer to one-way trips made by individual riders (e.g., a person who leaves home on one vehicle, transfers to a second vehicle to arrive at a destination, leaves the destination and has to transfer to yet another vehicle to complete the journey home has made 4 unlinked passenger trips).

Tripper: Assignment of work to a driver not long enough to qualify as a run or full day's work.

TRO-Trip Reduction Ordinance: This regulation is designed to limit the number of single occupant vehicles (SOVs) in order to staunch polluting emissions. Aimed at employers, TROs have been enacted by local governments in response to CMP requirements, which vary from county to county.

TSM-Transportation Systems Management: Low-cost improvements to make the transportation system work more efficiently, such as traffic signal coordination.

Turnkey: Type of privatization in which public transit agency hires other company to supply drivers, maintenance management and/or vehicles. Concept has also been expanded to construction and operation of transit facilities, such as rapid transit systems or transportation terminals.

Unlinked Passenger Trip: One trip by one person on one vehicle; transfer to a second vehicle would be a second trip.

Vanpool: A pre-arranged ride sharing service in which a number of people travel together on a regular basis in a van. Vanpools may be publicly operated, employer operated, individually owned or leased.

VIN: Vehicle identification number.

VMT - Vehicle Miles Traveled: The more cars there are on the road at the same time in the same area, the worse congestion will be. This term helps pin down the numbers. Reducing VMT can help ease traffic congestion and improve air quality.

Appendix G

INVENTORY OF SOLANO COUNTY CONGESTION MANAGEMENT SYSTEM

STATE ROADWAY	FROM (PM)	TO (PM)	JURISDICTION	STANDARD	95 LOS	97 LOS
INTERSTATE 80	0.000	0.933	SOLANO	F	F	F
INTERSTATE 80	0.933	1.114	VALLEJO	F	F	F
INTERSTATE 80	1.114	4.432	VALLEJO	F	F	F
INTERSTATE 80	4.432	6.814	VALLEJO	F	D	C
INTERSTATE 80	8.004	10.015	SOLANO	E	D	E
INTERSTATE 80	10.015	11.976	FAIRFIELD	E	C	D
INTERSTATE 80	11.976	12.408	FAIRFIELD	E	D	D
INTERSTATE 80	12.408	13.760	FAIRFIELD	F	F	F
INTERSTATE 80	13.760	15.570	FAIRFIELD	F	F	F
INTERSTATE 80	15.570	17.217	FAIRFIELD	F	F	F
INTERSTATE 80	17.217	21.043	FAIRFIELD	F	F	F
INTERSTATE 80	21.043	23.034	FAIRFIELD	F	F	F
INTERSTATE 80	23.034	24.080	VACAVILLE	E	E	E
INTERSTATE 80	24.080	28.359	VACAVILLE	F	D	D
INTERSTATE 80	28.359	32.691	VACAVILLE	F	C	B
INTERSTATE 80	32.691	35.547	VACAVILLE	F	D	C
INTERSTATE 80	35.547	38.210	SOLANO	F	D	E
INTERSTATE 80	38.210	42.530	SOLANO	E	E	C
INTERSTATE 80	42.530	44.720	SOLANO	E	C	C
INTERSTATE 505	0.000	3.075	VACAVILLE	E	B	B
INTERSTATE 505	3.075	10.626	SOLANO	E	A	A
INTERSTATE 680	0.000	0.679	SOLANO	F	F	F
INTERSTATE 680	0.679	2.819	BENICIA	E	C	C
INTERSTATE 680	2.819	8.315	SOLANO	E	D	C
INTERSTATE 680	8.315	13.126	FAIRFIELD	E	D	D
INTERSTATE 780	0.682	7.186	BENICIA	E	C	C
STATE ROUTE 12	0.000	2.794	SOLANO	F	F	F
STATE ROUTE 12	1.801	3.213	FAIRFIELD	E	B	B
STATE ROUTE 12	3.213	5.150	SUISUN CITY	F	F	B
STATE ROUTE 12	5.150	7.700	SUISUN CITY	F	F	B
STATE ROUTE 12	7.700	13.625	SOLANO	E	B	B
STATE ROUTE 12	13.625	20.680	SOLANO	F	B	B
STATE ROUTE 12	20.680	26.410	RIO VISTA	E	E	E
STATE ROUTE 29	0.000	2.066	VALLEJO	E	B	A
STATE ROUTE 29	2.066	4.725	VALLEJO	E	B	B
STATE ROUTE 29	4.725	5.955	VALLEJO	E	C	C
STATE ROUTE 37	0.000	6.067	VALLEJO	F	B	B
STATE ROUTE 37	6.067	8.312	VALLEJO	E	D	D
STATE ROUTE 37	8.312	10.960	VALLEJO	F	F	F
STATE ROUTE 37	10.960	12.010	VALLEJO	F	F	F
STATE ROUTE 84	0.134	13.772	SOLANO	E	C	C
STATE ROUTE 113	0.000	8.040	SOLANO	E	B	B
STATE ROUTE 113	8.040	18.560	SOLANO	E	B	B
STATE ROUTE 113	18.560	19.637	DIXON	F	F	F
STATE ROUTE 113	19.637	21.240	DIXON	F	F	F
STATE ROUTE 113	21.240	22.450	SOLANO	E	B	B
STATE ROUTE 128	0.000	0.754	SOLANO	E	C	C
STATE ROUTE 220	0.000	3.200	SOLANO	E	C	C

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**INVENTORY OF SOLANO COUNTY
CONGESTION MANAGEMENT SYSTEM**

LOCAL ROADWAY	FROM (PM)	TO (PM)	JURISDICTION	STANDARD	85 LOS	87 LOS
MILITARY WAY	W. 3RD	W. 5TH	BENICIA	E	B	B
PEABODY ROAD	FF C/L	VV C/L	SOLANO	E	D	D
PEABODY ROAD	VV C/L	CALIFORNIA	VACAVILLE	E	B	B
WALTERS ROAD	SCANDIA	PROSPERITY	SUISUN CITY	E	B	B
VACA VALLEY PARKWAY	I-80	I-505	VACAVILLE	E	C	C
ELMIRA ROAD	LEISURE TO	CITY LIMIT	VACAVILLE	E	B	B

INTERSECTION

PEABODY ROAD AT AIR BASE PARKWAY			FAIRFIELD	E	B	C
WALTERS ROAD AT AIR BASE PARKWAY			FAIRFIELD	E	A	B
TENNESSEE STREET AT SONOMA BOULEVAR			VALLEJO	E	D	D
CURTOLA PARKWAY AT SONOMA BOULEVARD			VALLEJO	E	C	C
MARE ISLAND WAY AT TENNESSEE STREET			VALLEJO	F	D	D

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9/15/97

Appendix H

AB 2419 Transportation: congestion management programs.

BILL NUMBER: AB 2419 CHAPTERED 07/25/96

CHAPTER 293

FILED WITH SECRETARY OF STATE JULY 25, 1996
 APPROVED BY GOVERNOR JULY 25, 1996
 PASSED THE SENATE JULY 11, 1996
 PASSED THE ASSEMBLY MAY 29, 1996
 AMENDED IN ASSEMBLY MAY 23, 1996
 AMENDED IN ASSEMBLY APRIL 23, 1996
 AMENDED IN ASSEMBLY APRIL 11, 1996

INTRODUCED BY Assembly Member Bowler

FEBRUARY 20, 1996

An act to amend Sections 65082, 65089, and 65089.3 of, and add Section 65088.3 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2419, Bowler. Transportation: congestion management programs.

(1) Existing law requires the development, adoption, and updating of a congestion management program for each county that includes an urbanized area. Existing law requires congestion management programs to be incorporated into the regional transportation improvement program by December 15 of each odd-numbered year.

This bill would provide that this incorporation requirement does not apply in those counties that do not prepare a congestion management program in accordance with existing law.

(2) Under existing law, a congestion management program is required to contain specified elements.

This bill would delete the trip reduction element and would make corresponding changes.

(3) Under existing law, a congestion management program is required to be developed for specified counties and include every city and the county. The program is required to be developed and adopted by the county transportation commission or by another public agency designated by the county board of supervisors and the city councils of a majority of cities representing a majority of the population in the incorporated area of the county.

This bill would make those requirements inapplicable in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors which, in total, represent a majority of the population of the county, adopt resolutions electing to be exempt from the congestion management program.

SECTION 1. Section 65082 of the Government Code is amended to read:

65082. (a) A seven-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 15 of each odd-numbered year, updated every two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include projects and programs proposed to be funded, in whole or in part, by funds which are any of the following:

(1) For flexible congestion relief projects, as defined in Section 164.2 of the Streets and Highways Code.

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(2) For urban rail transit and commuter rail projects.

Major projects shall include an escalated current cost updated to at least November 1 of the year of submittal, and be listed by relative priority, taking into account need, delivery milestone dates, as defined in Section 14525.5, and the availability of funding.

(b) Congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 15 of each odd-numbered year.

(c) The incorporation of the congestion management program into the regional transportation improvement program required to be submitted to the commission by December 1, 1991, may be delayed for a period not to exceed one year if an environmental impact report is required to be prepared for the congestion management program pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code, and the following conditions are met:

(1) The agency, as defined by Section 65088.1, adopts written findings that the congestion management program cannot be incorporated into the regional transportation improvement program by December 1, 1991, due to the time required to prepare an environmental impact report pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) The agency adopts a schedule for development of the congestion management program that will result in its adoption no later than December 1, 1992, and submits a report to the Legislature by July 1, 1992, on the progress of complying with this section.

(3) The agency, county, and cities take every action necessary to assure the congestion management program will be adopted by December 1, 1992.

(d) If the incorporation of the congestion management program into the regional transportation improvement program is delayed pursuant to subdivision (c), both of the following shall apply:

(1) Any project included in the state transportation improvement program or the traffic systems management program prior to December 1, 1992, which is otherwise required to be included in the congestion management program, pursuant to subdivision (e), but which is not included in the congestion management program to be incorporated into the regional transportation improvement program pursuant to subdivision (b), shall be deleted from the state transportation improvement program or the traffic systems management program.

(2) Local projects which are otherwise required to be included in the congestion management program, pursuant to subdivision (e), may be included in the regional transportation improvement program to be submitted to the California Transportation Commission by December 1, 1991. Any local project which is included in the regional transportation improvement program after December 1, 1991, but prior to December 1, 1992, which is otherwise required to be included in the congestion management program, but which is not included in the congestion management program to be incorporated into the regional transportation improvement program pursuant to subdivision (b), shall be deleted from the regional transportation improvement program.

(e) Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the seven-year capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

(f) Other projects may be included in the regional transportation improvement program if listed separately.

(g) Unless a county not containing urbanized areas of over 50,000 population notifies the Department of

Transportation by July 1 that it intends to prepare a regional transportation improvement program for that county, the department shall, in consultation with the affected local agencies, prepare the program for all counties for which it prepares a regional transportation plan.

(h) The regional transportation improvement program may not change the project delivery milestone date of any state project as shown in the prior adopted state transportation program without the consent of the department or other agency responsible for the project delivery.

(i) The requirements for incorporating a congestion management program into a regional transportation improvement program specified in this section do not apply in those counties that do not prepare a congestion management program in accordance with Section 65088.3.

SEC. 2. Section 65089 of the Government Code is amended to read:

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A. When the level of service on a segment or at an intersection fails to attain the established level of service standard, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alternation. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

SEC. 3. Section 65089.3 of the Government Code is amended to read:

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to

program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

- (a) Consistency with levels of service standards, except as provided in Section 65089.4.
- (b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.
- (c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

SEC. 4. Section 65088.3 is added to the Government Code, to read:

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.



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