

MEETING NOTICE

December 8, 2004

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

6:00 P.M. Regular Meeting

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

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

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
I. CALL TO ORDER – CONFIRM QUORUM (6:00 – 6:05 p.m.)	Chair MacMillan
II. PLEDGE OF ALLEGIANCE	
III. APPROVAL OF AGENDA	
IV. OPPORTUNITY FOR PUBLIC COMMENT (6:05- 6:10 p.m.) Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Kim Cassidy, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.	
V. EXECUTIVE DIRECTOR’S REPORT (6:10-6:15 p.m.) – Pg 1	Daryl K. Halls

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

(6:15-6:30 p.m.)

- | | |
|--|--------------------|
| A. Caltrans Report | |
| B. MTC Report | Yader Bermudez |
| C. STA Report | |
| 1. Funding the Transit Element of the CTP | Elizabeth Richards |
| 2. Accelerated Project Delivery | Mike Duncan |
| 3. Proclamation of Appreciation – Rischa Slade | Daryl Halls |
| 4. Letter of Appreciation to Yader Bermudez, Caltrans | Mike Duncan |

VII. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.)

(6:30-6:35 p.m.) – Pg. 7

- | | |
|---|------------------|
| A. STA Board Minutes of October 13, 2004 | Kim Cassidy |
| <i>Recommendation: Approve minutes of October 13, 2004. – Pg. 9</i> | |
| B. Review Draft TAC Minutes of December 1, 2004 | Johanna Masielat |
| <i>Recommendation: Receive and file. – Pg. 15</i> | |
| C. FY 2003-04 Fourth Quarter Financial report | Mike Duncan |
| <i>Recommendation: Receive & File - Pg. 21</i> | |
| D. Contract Amendment for Specialized Legal Services | Daryl Halls |
| <i>Recommendation:</i>
<i>Authorize the Executive Director to amend the consultant services agreement with Nossaman, Guthner, Knox & Elliott, LLP, for legal services associated with the development of the CTEP and Programmatic Environmental Impact Report (EIR) for the CTEP for an additional \$13,500 and a total amount not to exceed \$23,500. - Pg. 25</i> | |
| E. Surplus of One Solano Paratransit Vehicle | Mike Duncan |
| <i>Recommendation:</i>
<i>Authorize STA to dispose of one surplus Paratransit vehicle and approve Resolution No. 2004-__ “A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle”.- Pg. 27</i> | |

VIII. ACTION ITEMS – FINANCIAL

None to present.

IX. ACTION ITEMS – NON FINANCIAL

- A. Countywide TLC Planning Grants Call for Projects** Robert Guerrero
Recommendation:
1. Issue a “Call for Projects” for Countywide TLC Planning Grants.
2. Approve the amendment to the Vacaville Creek Walk Extension to McClellan Street TLC Project for inclusion in the county TLC Program.
(6:35 – 6:40 p.m.) – Pg. 31
- B. Letter of Support to MTC for Caltrans Partnership Planning Grant/”Smarter Growth Along the I-80/Capitol Corridor”** Dan Christians
Recommendation:
Authorize the STA Chair to sign a Letter of Support for a Caltrans Partnership Planning Grant Application Submitted by MTC entitled “Smarter Growth along the I-80/Capitol Corridor” (See Attachment B).
(6:40 – 6:45 p.m.) – Pg. 45
- C. Small UZA Payback Plan** Mike Duncan
Recommendation:
Authorize the Chair to forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.
(6:45 – 6:50 p.m.) – Pg. 57
- D. Proposed 2005 Legislative Priorities and Platform** Daryl Halls
Recommendation:
Authorize the Executive Director to distribute the Proposed STA 2005 Legislative Priorities and Platform for 30 day review and comment period.
(6:50 – 7:00 p.m.) – Pg. 63

X. INFORMATION ITEMS (No Discussion Necessary)

- A. Accelerated Project Delivery** Mike Duncan
Informational – Pg. 73
- B. Funding for Transit Element of the Comprehensive Transportation Plan** Elizabeth Richards
Informational – Pg. 75
- C. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)** Dan Christians/
Joe Story, DKS
Informational – Pg. 89
- D. STIP-TIP Financial Constraint** Mike Duncan
Informational – Pg. 101

E. Highway Projects Status Report

Mike Duncan

- 1) I-80/I-680/SR 12 Interchange
- 2) North Connector
- 3) I-80/I-680/I-780 MIS/Corridor Study
- 4) I-80/I-680/I-780 Transit Corridor Study
- 5) Caltrans Auxiliary Lanes Project
- 6) Jepson Parkway
- 7) Highway 37
- 8) Highway 12 (Jameson Canyon and 12/29 Interchange)
- 9) Highway 12 (East)
- 10) I-80 Widening (Dixon to Vacaville)
- 11) SR 113 (Downtown Dixon)

Informational – Pg. 111

F. Regional Measure 2 (RM2) Update and Revisions

Mike Duncan

Informational – Pg. 115

G. Funding Opportunities Summary

Sam Shelton

Informational – Pg. 173

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **January 12, 2004, 6:00 p.m.** at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: December 1, 2004
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 2004

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

Measure A Narrowly Fails Passage

The results are in from the November 2, 2004 General Election and, with 63.88% of Solano County voters voting yes, Measure A narrowly failed to obtain the necessary 66.7% for passage. Staff is working with the Solano County Registrar of Voters to assemble the results of the election by city and precinct. On January 12, 2005, D.J. Smith, the consultant for the Measure A expenditure plan, will review the election results with the Solano Transportation Improvement Authority (STIA) Board.

Funding the CTP Continues with a Focus on Transit Capital and Operating *

In September 2005, I presented an overview of the Comprehensive Transportation Plan (CTP), highlighted the projected \$3 billion funding shortfall projected over the next 30 years, and discussed the myriad of funding sources available in the future to fund a few of the projects contained in this plan. In October, Mike Duncan presented an informational report on the regional, state and federal funds expected to be available over the next 25 years to fund the Arterials, Highways, and Freeways Element of the CTP. This month, Elizabeth Richards will continue this discussion with a presentation on the local, regional, state and federal funds currently and expected to be available over the next 25 years to fund transit capital and operating for Express and Commuter Bus and Ferry Services, current Inter-city and future Commuter Rail, and local and countywide Paratransit Services. These services comprise the Transit Element of the STA's Comprehensive Transportation Plan (CTP).

STA Lands Federal Appropriations Earmarks for Two Solano County Projects

Last week, the STA learned that two priority transportation projects have been slated to receive federal earmarks thanks to the assistance of Congressman George Miller and Congresswoman Ellen Tauscher. The Vallejo Intermodal (Ferry/Bus) Station is

Executive Director's Memo
December 1, 2004
Page 2

scheduled to receive \$1.25 million and the Fairfield/Vacaville Intermodal (Rail/Bus) Station has been targeted to receive \$500,000.

Marci Coglianese and Rischa Slade to Depart STA *

Last month, the STA Board recognized the many of contributions of departing Rio Vista Mayor Marci Coglianese by honoring her with the STA special award at the 7th Annual STA Awards. This month, we will be thanking departing Vacaville Council Member Rischa Slade for her many years of service, dedication and accomplishments in support of transportation issues and projects of importance to the City of Vacaville and Solano County.

Caltrans Plans Ribbon Cutting Event for I-80/I-680 Auxiliary Lanes Project

Caltrans has tentatively set the date and time of Friday, December 17, 2004, at 10:30 a.m. to commemorate the completion of the I-80/I-680 Auxiliary Lane project with a ribbon cutting event. STA staff is working with Caltrans to confirm the location and speakers for the event. In addition, we have begun initial preparation for a similar event to celebrate the completion of phase 2 of the SR 37 widening project. This event will likely be held sometime in late February or March 2005. Staff will schedule both events on your calendar when they are confirmed.

STA and MTC Co-host Unmet Transit Needs Hearing for FY 2005/06

On Wednesday, December 1, 2004, STA and the Metropolitan Transportation Commission (MTC) co-hosted the Unmet Transit Needs Hearing for FY 2005-06. STA Board Member and MTC Commissioner Jim Spering and Alameda County Supervisor and MTC Commissioner Scott Haggerty presided over the hearing. The Unmet Transit Needs Hearing is required in order for Solano County jurisdictions to be eligible to use a percentage of their local Transportation Development Act (TDA) funds for local streets and roads. Currently, the County of Solano and the cities of Dixon, Rio Vista, Suisun City and Vacaville opt to use a percentage of their TDA funds for streets and roads. The hearing was held at the Ulatis Community and Cultural Center in Vacaville.

Discussion of Legislative Priorities for 2005 *

Staff has prepared for review and discussion by the STA Board the draft Legislative Priorities and Platform for 2005. At this meeting, staff is recommending the Board distribute the platform for review and comment and then take formal action at the STA Board meeting of January 14, 2005. Our State Lobbyists, Shaw/Yoder, Inc., has been scheduled to attend this same STA Board meeting. Our Federal Lobbyist, Mike Miller with the Ferguson Group, has been invited to attend the Board meeting in February.

STA Committee Appointments Scheduled for January 2005

At the STA Board meeting on January 14, 2005, staff is planning to agendize several committee appointments. These include the Capitol Corridor Joint Powers Authority

Board Alternate, Chair and at least two additional appointments for the Alternative Modes Committee, and selection of STA representatives to serve on the Yolo-Solano AQMD/STA Joint Screening Committee. At the same meeting, the selection of the new STA Chair and Vice-Chair for 2005 is scheduled. The new STA Chair is then tasked with selection of the Executive Committee for 2005. The new Chair is scheduled to take over at the February Board meeting.

Attachments:

- A. STA Acronym's List
- B. Updated STA Calendar

*Agenda Item VII
December 8, 2004*



DATE: November 29, 2004
TO: STA Board
FROM: Kim Cassidy, Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of October 13, 2004
- B. Review Draft TAC Minutes of December 1, 2004
- C. FY 2003-04 Fourth Quarter Budget Report
- D. Contract Amendment for Specialized Legal Services
- E. Surplus of One Solano Paratransit Vehicle



SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
October 13, 2004

I. CALL TO ORDER

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

MEMBERS

PRESENT:	Karin MacMillan (Chair)	City of Fairfield
	Mary Ann Courville (Vice Chair)	City of Dixon
	Steve Messina	City of Benicia
	Ed Woodruff (Member Alternate)	City of Rio Vista
	Jim Spering	City of Suisun City
	Len Augustine	City of Vacaville
	Pete Rey (Member Alternate)	City of Vallejo
	John Silva	County of Solano

MEMBERS

ABSENT:	Marci Coglianesse	City of Rio Vista
	Tony Intintoli	City of Vallejo

STAFF

PRESENT:	Daryl K. Halls	STA-Executive Director
	Melinda Stewart	STA-Assistant Legal Counsel
	Dan Christians	STA-Asst. Exec. Dir./Director of Planning
	Mike Duncan	STA-Director of Projects
	Elizabeth Richards	STA-SNCI Program Director
	Kim Cassidy	STA-Clerk of the Board
	Robert Guerrero	STA-Associate Planner
	Jennifer Tongson	STA-Projects Assistant

ALSO

PRESENT:	Morrie Barr	City of Fairfield
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Gary Cullen
Gian Aggarwal
Mark Akaba
Bernice Kaylin

Ron Richardson

City of Suisun City
City of Vacaville
City of Vallejo
League of Women
Voters Solano County
Jacob's Engineering Group

III. APPROVAL OF AGENDA

On a motion by Member Messina, and a second by Member Spering, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Board Sets Ambitious Overall Work Program
- Nominees for the 7th Annual STA Awards
- Funding the CTP Continues with a Focus on the Highways and Streets and Roads
- Linking Transportation and Land Use Planning with Adoption of Draft County TLC and Pedestrian Plans
- Board Meeting Cancelled for November

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

None Presented.

B. MTC Report:

Member Spering noted that the MTC Annual Report would be emailed before October 31, 2004.

C. STA Report

1. Presentation – Funding the Arterials, Highways, and Freeways Element of the CTP

Mike Duncan provided an update on funding the Arterials, Highways, and Freeways Element of the CTP

Mike Duncan

2. Announcement of Nominees for the 7th Annual STA Awards – November 10, 2004

Jennifer Tongson announced nominees for the 7th Annual STA Awards ceremony.

Jennifer Tongson

3. **Cancel STA Board Meeting of November 10, 2004**
The STA Board approved by consensus cancellation of the November 10, 2004 STA Board meeting.

Daryl Halls

VII. CONSENT CALENDAR

On a motion by Member Spring and a second by Member Augustine, the consent items were approved with the exception of Agenda Item VII.A, *STA Board Minutes of September 8, 2004*, which was pulled for separate discussion by Chair MacMillan.

B. Review Draft TAC Minutes of September 29, 2004

Recommendation: Receive and file.

C. Modification to Classification Range for Financial Analyst/Accountant

Recommendation:

1. Modify Compensation Range for Budget Analyst/Accountant Position as specified in attachment A.
2. Authorize amending the STA's FY 04-05 budget by transferring expenditure savings from the I-80/I-680/I-780 Corridor and Major Investment Study to fund the position for six months in FY 04-05.

D. Extension of Contract for State Lobbying Representation Transportation Services – Shaw/Yoder

Recommendation:

Authorize the Executive Director to extend the contract for Lobbying Representation Services with Shaw & Yoder, Inc. for services through September 30, 2005 for an amount not to exceed \$36,000.

E. Solano/Napa Multi-Modal Travel Demand Model (Phase 1) Contract Amendment

Recommendation:

Approve a \$25,000 contract amendment with DKS Associates to complete the Phase 1 Solano Napa Multimodal Travel Demand Model.

F. Support of Welfare to Work LIFT Grant Applications

Recommendation:

Authorize the Chair to sign letters of support for Low Income Flexible Transportation grant applications supporting the Welfare to Work Transportation Plan for the following projects: 1) Extended Transit for CalWORKs and 2) DRIVES.

G. Letter of Support for Caltrans Planning Grant for Sonoma Boulevard (SR 29) Corridor Study

Recommendation:

Authorize the STA Chair to sign a letter of support for the City of Vallejo's application to Caltrans for a Community – Based Transportation Planning Grant for the Sonoma Boulevard (SR 29) Corridor Study.

A. STA Board Minutes of September 8, 2004

Recommendation: Approve STA Board minutes of September 8, 2004.

Chair MacMillan requested an amendment to the STA Board minutes of September 8, 2004 as follows: Chair MacMillan abstained from the vote on Agenda Item IX.A (Legislative Update – September 2004).

On a motion by Member Messina, and a second by Member Spring, the STA Board approved Agenda Item VII.A as amended.

IX. ACTION ITEMS: NON-FINANCIAL

A. STA Board Approval of Priority Projects/Overall Work Plan for FY 2004-05 and FY 2005-06

Daryl Halls reviewed 42 specific projects and programs currently on the STA Board adopted Priority Projects List and Overall Work Plan for FY 2004-05 and FY 2005-06, including the projects deleted or modified to reflect an updated status. He indicated that five new tasks have been added, and if the STA Board approves the Overall Work Plan, staff will evaluate available fund sources and resources, and develop a comprehensive plan to fund priority projects that are currently unfunded.

Recommendation:

Approve the following:

Approve STA's Overall Work Program for FY 2004-05 and FY 2005-06.

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

B. MTC Transit Connectivity Study

Daryl Halls provided an overview of MTC's draft Transit Connectivity Study and reviewed the study's key findings that identified four barriers to transit connectivity. He further noted the Transit Connectivity Study's recommendations and the staff recommendation to add the Fairfield Transportation Center to the list of Regional Transit Hubs because of its central location and multiple express bus connections.

Recommendation:

Approve the following:

Authorize the STA Chair to sign a letter to the Metropolitan Transportation Commission requesting that the Fairfield Transportation Center be added to the list of Regional Transit Hubs included in MTC's Transit Connectivity Study.

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

C. Solano Countywide Transportation for Livable Communities (TLC) Program Plan

Robert Guerrero discussed STA's preparation for the initial allocation of County TLC Funds based on the developed Solano Countywide TLC Program Guidelines and the draft Solano County TLC Plan. He noted the TLC Plan identifies approximately \$68 million in TLC projects countywide. He indicated that upon adoption by the STA Board the TLC Plan will be incorporated into the Alternative Modes Element of the Solano Comprehensive Transportation Plan and that only projects listed in the TLC Candidate Projects list would be eligible for TLC funds allocated by the STA.

Recommendation:

Approve the following:

Approve the Solano Countywide Transportation for Livable Communities Plan.

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

D. Solano Countywide Pedestrian Plan

Robert Guerrero reviewed the development of the final draft Solano Countywide Pedestrian Plan. He noted there is some overlap between the Countywide Pedestrian Plan, Countywide Bicycle Plan and Transportation for Livable Communities Plan and that stand-alone pedestrian projects have a total estimated cost of \$25 million over 25 years. He indicated the Countywide Pedestrian Plan will be included as part of the Alternative Modes Element of the Comprehensive Transportation Plan when approved by the STA Board.

Board Comments:

Vice Chair Courville requested that pedestrian friendly points of travel and ADA compliancy be taken into account in the plan.

Recommendation:

Approve the following:

Approve the Solano Countywide Pedestrian Plan.

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

X. INFORMATION ITEMS – No Discussion Necessary

- A. Funding the Arterials, Highways, and Freeways Element of the CTP**
- B. Status of Unmet Transit Needs Process for FY 2005-06**
- C. TLC Planning Grants**
- D. State Transportation Funding Update**
- E. Federal "First Cycle" STP/CMAQ/TE Obligation**
- F. Regional Local Streets and Roads Funding**
- G. MTC's Regional Bicycle/Pedestrian Program**

H. Funding Opportunities Summary

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The STA Board meeting was adjourned at 6:40 p.m. The next regular meeting of the STA Board is scheduled for **December 8, 2004, 6:00 p.m.** at Suisun City Hall Council Chambers.



**TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting of
December 1, 2004**

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Charlie Beck	City of Fairfield
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Ed Huestis	City of Vacaville
Gian Aggarwal	City of Vacaville
Cameron Oakes	Caltrans
Craig Goldblatt	MTC
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Robert Guerrero	STA
Sam Shelton	STA
Johanna Masiclat	STA

II. APPROVAL OF AGENDA

By consensus, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

- Caltrans:** Cameron Oakes announced that Yader Bermudez has been promoted to Deputy Director for Maintenance.
- MTC:** Craig Goldblatt announced to the TAC the Unmet Transit Needs Process meeting today at 6:00 p.m. at the Ulatis Community Center in Vacaville.
- STA:** Robert Guerrero reminded the TAC of MTC's Regional Bicycle and Pedestrian Program. All applications will need to be reviewed by the Bicycle Advisory Committee on December 16, 2004.

Robert also announced the Solano Countywide Pedestrian Plan and the Countywide Transportation for Livable Communities (TLC) Plan is now available on the STA's website.

Mike Duncan distributed and reported on MTC's December 1, 2004 memorandum regarding the STIP Project Delivery for Projects Programmed in FY 2004-05 and FY 2005-06.

Sam Shelton provided additional funding opportunity information for the Traffic Engineering Technical Assistance Program.

V. CONSENT CALENDAR

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

Recommendation:

- A. Minutes of the TAC Meeting of September 29, 2004
Recommendation: Approve minutes of September 29, 2004.
- B. STA Board Meeting Highlights –
October 13, 2004
- C. STIA Board Meeting Highlights –
October 13, 2004
- D. Updated STA Meeting Schedule for 2004
- E. Funding Opportunities Summary
- F. Surplus of One Solano Paratransit Vehicle

Recommendation:

Recommend the STA Board of Directors approve Resolution No. 2004-__ "A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle".

VI. ACTION ITEMS

A. Letter of Support to MTC for Caltrans Partnership Planning Grant/"Smarter Growth Along the I-80/Capitol Corridor"

Dan Christians reviewed the purposes and objectives of the grant application to be submitted to MTC for a joint planning project for a 2005-06 Caltrans Partnership Planning grant entitled "Smarter Growth Along the I-80/Capitol Corridor". The study area would include Solano, Yolo, Sacramento and Placer counties.

Recommendation:

Recommend the STA Board approve a Letter of Support to MTC for Caltrans Partnership Planning Grant/"Smarter Growth Along the I-80/Capitol Corridor".

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

B. Countywide TLC Planning Grants Call for Projects

Robert Guerrero recommended the STA issue a call for projects for Countywide TLC planning grants. He noted that after the STA Board approves a Call for Projects, STA will distribute a TLC planning grant application. Applicants will be required to have a resolution of support from their Council or Board due to STA no later than February 9, 2005.

Dale Pfeiffer, City of Vacaville, proposed an amendment to an existing Vacaville TLC Project, Vacaville Creek Walk Extension to McClellan Street.

The TAC unanimously approved the proposal by the City of Vacaville.

Recommendation:

1. Recommend the STA Board issue a "Call for Projects" for Countywide TLC Planning Grants.
2. Recommend the STA Board approve the amendment for the Vacaville Creek Walk Extension to McClellan Street.

On a motion by Charlie Beck, and a second by Gary Cullen, the STA TAC approved the recommendation as amended.

C. Proposed 2005 Legislative Priorities and Platform

Daryl Halls summarized the proposed draft with recommended modifications of the STA's 2005 Legislative Platform and Priorities to be distributed to the STA Board for 30-day review and comment. The recommended modifications to the proposed draft are Legislative Priority# 6, Legislative Priority #7, Legislative Platform Item I.1, and Legislative Platform Item X.2.

Dale Pfeiffer, City of Vacaville, requested some clarifications and modifications to different sections of the platform.

Recommendation:

Forward the Proposed STA 2005 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30 day review and comment including the clarifications and modifications identified during the meeting.

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

D. Small UZA Payback Plan

Mike Duncan outlined the “remedial plan” addressed by Caltrans in their September 27, 2004 letter to MTC to recover \$1,490,209 federal advanced funds made to Santa Rosa. He explained the recovery of funds would occur over three federal fiscal years from allocations to the UZAs in the MTC region that are identified in the Governors apportionment. The proposal by Caltrans would take almost \$900,000 from Vallejo, Fairfield, and Vacaville transit funds to cover the “debt” owned by Santa Rosa.

Recommendation:

Recommend the STA Board authorize the Chair forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.

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

VII. INFORMATION ITEMS

A. Funding for Transit Element of the Comprehensive Transportation Plan

Elizabeth Richards presented a general overview of the \$441 million funding shortfall for the capital and operating costs of intercity bus service, intercity passenger rail, ferry services, intercity transit service for senior and disabled (Paratransit), and support systems. She also identified the primary sources of funding for the needs in the Transit Element of the CTP.

B. Solano/Napa Mutli-Modal Travel Demand Model (Phase 1)

Dan Christians provided an update on the development of the Solano/Napa Model. The model is scheduled to be presented at the STA Board meeting on December 8, 2004.

Dan also distributed a memo, dated November 30, 2004, “Update on Development of the Solano/Napa Model” prepared by DKS Associates.

C. Wrap up of Results of Measure A

Daryl Halls provided a summary wrap up of the election results on Measure A, which failed to achieve the required 2/3 vote for passage of a local transportation sales tax. He noted that STA staff will be seeking direction from the STA Board at the January 12, 2004 meeting regarding next steps in pursuit of a local funding source to help alleviate the estimated \$3 billion transportation funding shortfall projected over the next 25 years.

D. STIP-TIP Financial Constraint

Mike Duncan discussed MTC's proposed strategy to reconstrain the Bay Area TIP while the TIP Air Quality Conformity Analysis is underway in conjunction with adoption of T-2030. He provided additional information for the RTIP and ITIP showing the proposed changes reflecting in the reconstrained TIP.

E. Accelerated Project Delivery

Mike Duncan reviewed Solano County's position to compete for limited State and Federal funds for major highway projects and the project development schedule for competitive projects to be included in the State Transportation Improvement Program (STIP).

F. Highway Projects Status Report

- 1) **I-80/I-680/SR 12 Interchange**
- 2) **North Connector**
- 3) **I-80/I-680/I-780 MIS/Corridor Study**
- 4) **I-80/I-680/I-780 Transit Corridor Study**
- 5) **Caltrans Auxiliary Lanes Project**
- 6) **Jepson Parkway**
- 7) **Highway 37**
- 8) **Highway 12 (Jameson Canyon and 12/29 Interchange)**
- 9) **Highway 12 (East)**
- 10) **I-80 Widening (Dixon to Vacaville)**
- 11) **SR 113 (Downtown Dixon)**

Mike Duncan provided a status report on the major highway projects in Solano County. He also distributed a revised report adding Item# 11 SR 113 (Downtown Dixon) to the list of highway projects as requested by City of Dixon's Janet Koster.

G. Regional Measure 2 (RM2) Update and Revisions

Mike Duncan provided an update on the proposed RM2 Operating Support Program for Regional Express Bus (REB) and RM2 Policies and Procedures Revisions and Addition of RM2 Performance Measures for Transit Operating.

H. Final Review of the Needs Assessments in the Arterials, Highways and Freeways Element of the CTP 2030

Sam Shelton requested each TAC member review and provide final changes to the “Needs on Routes of Regional Significance, Draft CTP Update:” and “Needs Assessment” appendix (local needs listing) prior to or at the next TAC meeting on December 22, 2004. He stated that final input will help STA prepare the final CTP update for a TAC action item at the January 26, 2005 TAC meeting.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:40 p.m.. The next regular meeting of the STA TAC is scheduled for **Wednesday, December 22, 2004 at 1:30 p.m.**



DATE: December 1, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Finance Consultant
RE: FY 2003-04 Fourth Quarter Financial Report

Background:

In December 2003 the STA Board approved the mid-year revision to the adopted FY 2003-04 STA budget. In May 2004 a third quarter financial report was presented to the STA Board, indicating that expenditures for the year through March 2004 were within anticipated revenues. In the final quarter of the fiscal year minor budget modifications were made to conform the budget to the accounting system. With the close of the fiscal year, the final financial records upon which the annual audit is based are available. This information has been compiled and is presented as the FY 2003-04 fourth quarter financial report.

Discussion:

The FY 2003-04 fourth quarter financial report is shown in Attachment A. This report accounts for revenues and expenditures for the period from July 1, 2003 through June 30, 2004. This year-end report indicates that expenditures for the previous fiscal year were within the available revenues.

Budget versus actual variances in department management/administration expenses are due largely to partial year vacancies (unfilled positions), or slightly lower than budgeted benefits costs. Expenditures for several studies such as the local transit studies, and SNCI programs such as the Incentives program and guaranteed ride home program were less than the budgeted amounts. The revenue for these studies and programs is carried into FY 2004-05. Similarly, multi-year projects such as the I-80/I-680/SR 12 Interchange PA/ED may have annual budget variances where expenditures are greater than or less than the budgeted amount on an annual basis, but the total project expenditures are within budget over time.

Solano Paratransit services do not generally flow through the STA budget. However, STA is the owner of vehicles used in the Solano Paratransit service. In FY 2003-04, certain vehicles were at the end of their useful life and were sold. The revenues from the sale and expenditure for radios and antennae for the replacement vehicles are reflected in STA's budget and as of the fourth quarter of the year.

The year-end STA fiscal audit is under way and will be delivered soon. No significant findings are anticipated. Following completion of the Annual Audit for FY 2003/04, staff will agendize for Board consideration a FY 2004/05 budget amendment that will include recommendations for programming of FY 2003/04 carry over funds.

Recommendation:

Receive and file.



DATE: November 30, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Amendment for Specialized Legal Services

Background:

In 2004, the Solano Transportation Improvement Authority (STIA) developed and approved the expenditure plan for Measure A, a proposal to raise the county sales tax by ½ cent over a 30 year timeframe to fund an estimated \$1.4 billion countywide transportation expenditure plan titled the "Traffic Relief Plan for Solano County". On November 2, 2004, Measure A was supported by 63.88% of Solano County voters that cast their vote during this election, but the measure failed to attain the 2/3 (66.7%) voter threshold of Solano County voters necessary for passage.

CONSULTANT AND LEGAL ASSISTANCE TO SUPPORT DEVELOPMENT OF THE EXPENDITURE PLAN

In support of the Traffic Relief Plan for Measure A, the Solano Transportation Authority (STA) funded the following:

1. An update to the Programmatic Environmental Impact Report (EIR) for the expenditure plan
2. Consultants to assist in the development of the expenditure plan and the public education and information effort, and legal services
3. Two public information brochures and website describing the projects in the expenditure plan
4. Specialized Legal Services

The private sector retained and funded separately a campaign consultant and pollster to guide the efforts of the Measure A campaign.

On January 14, 2004, the STA Board approved authorizing the Executive Director to retain consultant assistance to assist the Board and staff in the development of the following tasks for an amount not to exceed \$125,000:

1. Expenditure Plan Coordination/Public Input/Public Information
2. Update of the Programmatic EIR for the CTEP
3. Legal Services

On February 11, 2004, the STA Board authorized the Executive Director to retain the consultant services of Smith, Watts & Company for coordination of the development of

the expenditure plan, public input process and public information materials for an amount not to \$10,000. Subsequently, the STA Board authorized increasing this contract to \$25,000 to cover the cost of coordinating an expanded public input process and the development of additional public information materials. As part of the action on February 11, 2004, the STA Board also authorized the Executive Director to retain the consultant services of Nossaman, Guthner, Know & Elliott, LLP, for legal services associated with the development of the County Transportation Expenditure Plan and the Programmatic Environmental Impact Report (EIR) for the CTEP for an amount not to exceed \$10,000.

Discussion:

On July 14, 2004, the STA Board authorized the allocation of additional funds for CTEP specific consultant services. As part of this action, staff informed the Board that \$5,000 in additional funds would be reserved to cover the anticipated cost of some remaining specialized legal services to be performed by Stan Taylor (Nossaman, Guthner, Knox & Elliott, LLP) pertaining to the final review and preparation of the sales tax ordinance, ballot summary and public noticing procedures. Based on a number of questions raised by members of the STIA Board and the public, staff utilized Stan Taylor's legal services for some additional research tasks beyond the initial timeframe and scope of the contract. This has resulted in an aggregate cost of specialized legal services of \$23,500 in support of the CTEP. Originally, staff and STA legal counsel had estimated a total expenditure of \$15,000.

Staff has reviewed all of the actual expenditures for consultant services in support of the development of CTEP and has identified enough cost saving from the other CTEP consultant services contracts to cover the additional costs of the specialized legal services with the funds already authorized previously by the STA Board for the development of the CTEP. Staff recommends the STA Board approve authorizing the Executive Director to amend the contract for specialized legal services with Nossaman, Guthner, Knox & Elliott, LLP, for an amount not to exceed \$13,500.

Fiscal Impact:

The estimated cost for this contract amendment is \$13,500 and can be covered through expenditure savings from the other CTEP related consultant contracts previously authorized by the STA Board.

Recommendation:

Authorize the Executive Director to amend the consultant services agreement with Nossaman, Guthner, Knox & Elliott, LLP, for legal services associated with the development of the CTEP and Programmatic Environmental Impact Report (EIR) for the CTEP for an additional \$13,500 and a total amount not to exceed \$23,500.



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Surplus of One Solano Paratransit Vehicle

Background:

The Solano County Paratransit Program is managed by the Solano Transportation Authority and operated by Fairfield-Suisun Transit through an agreement with the STA. This program serves elderly and disabled residents of northern Solano County (Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Solano County), providing special transit services for these residents. The Solano Transportation Authority owns ten small buses that are used for Solano Paratransit Program operations.

Discussion:

Over the past few years, STA has been able to replace several of the older Solano Paratransit buses. As buses are replaced, the older vehicles are disposed of by surplus action. Currently, one vehicle is surplus due to its age and number of miles and is scheduled for disposal by auction or direct sale. Fairfield-Suisun Transit will dispose of the vehicle and will provide the net proceeds from the disposal of the vehicle to the STA. Proceeds from the disposal of the vehicle are returned to the Solano Paratransit vehicle capital account.

Fiscal Impact:

The disposal of the Solano Paratransit vehicle has no impact to the STA general fund. Proceeds from the sale of the vehicle will be returned to the Solano Paratransit capital fund.

Recommendation:

Authorize STA to dispose of one surplus Paratransit vehicle and approve Resolution No. 2004-__ "A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle".

Attachment

A. Resolution No. 2004-__



DATE: December 1, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Countywide TLC Planning Grants Call for Projects

Background:

The Metropolitan Transportation Commission (MTC) administers funds for the Transportation for Livable Communities (TLC) program. The purpose of the program is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

MTC's TLC program includes a separate Countywide TLC component that allows the nine Bay Area Congestion Management Agencies (CMAs) to administer a percentage (based on population) of the TLC funds for countywide priority projects. As part of the STA's Countywide TLC program, limited planning funds are available through the Transportation Planning Land Use Solutions (T-PLUS) Program, which was increased to a maximum of \$50,000 over a two-year period per project, based on the TAC's recommendation at their August 25, 2004 meeting.

A few key activities recently completed related to the Countywide TLC program include:

- 1) *Solano Candidate TLC Project Field Review meetings* **Summer 2004**
- 2) *STA Board Adopted Countywide TLC Guidelines* **September 8, 2004**
- 3) *STA Board Adopted TLC Plan* **October 13, 2004**

Discussion:

STA staff is recommending the STA Board issue a call for projects for Countywide TLC planning grants. The STA will distribute a TLC planning grant application consistent with the Solano Countywide TLC Guidelines (Attachment A) shortly after the STA Board approves a Call for Projects. Applications will be due to the STA by January 28, 2005 with the STA Board subsequently approving the award of planning grants.

Applicants will be required to have a resolution from their council or board committing support and local match for their TLC planning grant request. The resolutions will be accepted by STA staff after the January 28th application deadline, but no later than February 9, 2005.

The STA is attempting to increase the planning funds based on the needs expressed by several member agencies to develop and refine their conceptual projects in preparation for future TLC capital funds. Staff is currently investigating options to increase the TLC Planning Grants budget (through June 30, 2006) to approximately \$150,000 to \$200,000 by utilizing future T-PLUS funds as well as other potential federal funds.

The City of Vacaville requested an expansion of the Vacaville Creek Walk Extension to McClellan Street TLC project to include the adjacent downtown and consisting of residential, commercial and retail areas. This area is identified as a redevelopment area and the City is pursuing integrating TLC components into this area. This project was approved as one of the projects in the adopted TLC plan for Solano County.

The STA TAC and Consortium unanimously voted to recommend the STA Board issue a 'Call for Projects' for Countywide TLC Planning Grants at their December 1, 2004 meetings. The TAC also recommended approval of an amendment to the Vacaville Creek Walk Extension to McClellan Street Project to include the adjacent multi-use downtown commercial/retail/residential area within the project.

Recommendation:

1. Issue a 'Call for Projects' for Countywide TLC Planning Grants.
2. Approve the amendment to the Vacaville Creek Walk Extension to McClellan Street TLC Project for inclusion in the county TLC Program.

Attachment:

- A. Solano TLC Program Guidelines
- B. Vacaville Creek Walk Extension to McClellan Street Project Location Map



DATE: November 29, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Letter of Support to MTC for Caltrans Partnership Planning Grant/
"Smarter Growth Along the I-80/Capitol Corridor"

Background:

Each year Caltrans awards Partnership Planning Grants to Metropolitan Planning Organizations such as the Metropolitan Transportation Commission (MTC) to conduct regional and statewide planning studies including corridor studies, land use/smart growth studies and studies of intermodal facilities. These grants are very competitive and letters of support are encouraged. In 2001-02, STA and MTC were successful in receiving a \$300,000 Partnership Planning grant for the I-80/I-680/I-780 Major Investment & Corridor Study.

For 2005-06, \$1,000,000 will be available statewide for Partnership Planning grants and a maximum grant cannot exceed \$300,000. Project benefits must include ways to:

- strengthen the economy;
- improve public involvement and consensus;
- collect data on state, regional and local transportation facilities; and
- improve the ability to plan and implement transportation service, systems and projects that improve mobility statewide.

Discussion:

With input from STA staff, MTC has put together and submitted the attached grant application for a 2005-06 Caltrans Partnership Planning grant entitled " Smarter Growth Along the I-80/Capitol Corridor" (see Attachment A). This joint planning study area would include Solano, Yolo, Sacramento and Placer counties.

One of the main purposes of the study is to compile the two regions' (MTC and Sacramento Area Council of Governments) demographic forecasts and growth scenarios, compare modeling projections and evaluate the transportation investments for the corridor. The study would also facilitate in-depth dialog among the two regions and the four counties located adjacent to the corridor.

Study objectives will include ways to pursue complementary land use patterns, better jobs-housing balance, and a stronger utilization of alternative travel modes including carpools, ridesharing, public transportation, walking and cycling. The study proposes to help fund Phase 2 of the new Solano Napa Travel Demand Model with \$75,000 to complete the transit model component.

The project would have a steering committee comprised of local government, STA, regional agencies, Caltrans, air districts and the business community.

On December 1, 2004, both the SolanoLinks Transit Consortium and the STA TAC supported this application request.

Recommendation:

Authorize the STA Chair to sign a Letter of Support for a Caltrans Partnership Planning Grant Application Submitted by MTC entitled “Smarter Growth along the I-80/Capitol Corridor” (see Attachment B).

Attachment:

- A. Caltrans Partnership Planning Grant Application entitled “Smarter Growth along the I-80/Capitol Corridor”
- B. Letter of Support for Caltrans Partnership Planning Grant Application Submitted by MTC for the I-80/Capitol Corridor (to be provided under separate cover)



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Small UZA Payback Plan

Background:

The Federal Transit Administration (FTA) provides funding for transit operations and capital. Large urbanized areas (UZA's), like San Francisco-Oakland, receive funding directly from FTA. Small UZA's receive funding from the State through the Governors apportionment. In California, 31 small UZA's (including Fairfield, Vacaville and Vallejo) receive FTA funding from the Governors apportionment.

Discussion:

At one time, Santa Rosa was a small UZA and received an advance of funds from the Governors apportionment. After the 2000 census, Santa Rosa transitioned from a small UZA to a large UZA and was no longer eligible to receive funds from the Governors apportionment. Due to this change in status, Caltrans requested that Santa Rosa City Bus return \$1,490,209 that had been advanced. Santa Rosa City Bus denied Caltrans' request.

A request by Caltrans to the Metropolitan Transportation Commission (MTC) to transfer the Santa Rosa funds to the State could not be acted on since MTC does not have responsibility or control of the FTA funds that Santa Rosa currently receives.

In order to recover the \$1,490,209 advanced to Santa Rosa, Caltrans has proposed that the current small UZA's in the Bay Area (Fairfield, Vacaville, Vallejo, Gilroy, Morgan Hill, Livermore, Napa and Petaluma) foot the bill over three federal fiscal years starting with FFY 2004-05. For the Solano County agencies, this "remedial plan" proposed by Caltrans will result in a loss of \$280,051 for Fairfield, \$196,858 for Vacaville and \$416,173 for Vallejo, or a total of \$893,082 for Solano County agencies to pay a bill for Santa Rosa (see Attachment A).

MTC has sent a letter to Caltrans strongly opposing this plan and proposing Caltrans work directly with Santa Rosa City Bus to remedy this situation. STA staff and our MTC Commissioner, Mayor Jim Spring, are also addressing this issue. On December 1, 2004, the STA TAC and the InterCity Transit Consortium also expressed strong opposition to this plan.

Recommendation:

Authorize the Chair to forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.

Attachment

A. Caltrans Letter to MTC, September 27, 2004



Date: December 1, 2004
To: STA Board
From: Daryl K. Halls, Executive Director
RE: Proposed 2005 Legislative Priorities and Platform

Background:

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

To help ensure the STA's transportation policies and priorities are consensus based, the STA's Legislative Platform and Priorities is first developed in a draft form and then distributed to members agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff is proposing the STA TAC, Transit Consortium and Board review the draft Platform and Priorities and distribute for review and comment in December and then agendize for STA Board adoption in January 2005.

Discussion:

Attached is a proposed draft of the STA's 2005 Legislative Platform and Priorities. Recommended additions have been noted in ***bold italics*** and recommended deletions with a ~~strike through~~. Recommended modifications include the following:

1. Legislative Priority #6 – This item has been updated to reflect the approval of Regional Measure 2 by Bay Area voters in March of 2004 and the proposal by the Governor's office in September of 2004 suggesting the possible diversion of RM 2 revenues to cover the project cost increase of the Bay Bridge.
2. Legislative Priority #7 – This priority has been added to support statewide transportation efforts to advocate against the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.
3. Legislative Platform Item I.1. – Staff recommends modifying "Sponsor" to "Support."
4. Legislative Platform Item X.2. – This item has been updated to reflect the passage of RM2 and the allocation of funds to implement the expanded transit services contained in RM2, including Solano County Express Bus and Vallejo Baylink Ferry Services.

On December 1, 2004, both the Transit Consortium and STA TAC reviewed the draft platform. As part of the review of the platform, the TAC proposed the following amendments that have also been reflected in the attached document:

5. Legislative Platform Item II.1. – The TAC and staff recommends modifying “Encourage new or revised guidelines...” to “Support revised guidelines...”.
6. Legislative Platform Item VI.10. – The TAC and staff recommends adding the following language “and a fair share return of funding to California.”
7. Legislative Platform Item X.3. – Delete the following language “such s gasoline sales tax, etc.” and move policy item to XII.7. under the category of Transit.
8. Legislative Platform Item XII.5. – Modify the policy to read as follows “Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.”
9. Legislative Platform Item XII.6. – Modify the policy to read as follows, “Support efforts to change Title 23 restrictions pertaining to the use of bridge toll revenues for federalized bridges for transit operations.”

With these proposed amendments, the STA TAC unanimously supported the staff recommendation to forward the proposed 2005 Legislative Priorities and Platform to the STA Board to be distributed for 30 day review and comment.

Recommendation:

Authorize the STA Executive Director to distribute the Proposed STA 2005 Legislative Priorities and Platform for a 30 day review and comment period.

Attachment:

- A. Proposed STA 2005 Legislative Priorities and Platform (dated 12/1/04)



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Accelerated Project Delivery

Background:

The Solano Transportation Authority has traditionally served as the Countywide transportation planning agency and functioned as the funding agency for major projects within Solano County. In this capacity, the STA has planned for and pursued and obtained State and Federal funding for capital projects for member agencies and for major projects on the state highway system. Examples of these efforts are funding for the Jepson Parkway, SR 37, the I-80/I-680 Auxiliary Lanes Project, the Vallejo Station and other projects within Solano County.

The STA expanded its role into Project Development when it initiated the PA/ED (Project Approval/Environmental Documents) phase of the Jepson Parkway. The STA continued its services to member agencies in Project Development by acting as the lead agency on the PA/ED phase of both the I-80/I-680/SR 12 Interchange Project and the North Connector Project. The PA/ED phase of each of these three projects is currently in progress. Completion of the Project Approval and Environmental Documents for each of these projects will allow them to proceed to design, right-of-way procurement and construction as funding becomes available.

Discussion:

In order to ensure Solano County is positioned to successfully compete for limited State and Federal funds for major highway projects, STA needs to continue aggressive project development by preparing competitive projects to be included in the State Transportation Improvement Program (STIP). To do this, STA will work with Caltrans to prepare Project Study Reports (PSRs) for projects identified in the I-80/I-680/I-780 Major Investment & Corridor Study, the SR 12 Major Investment Study, and the future SR 113 Major Investment Study.

Project Study Reports are typically the initial phase of preparing a project to be included in the STIP. The PSR is an engineering report which identifies the scope, schedule and estimated cost of a project to be included in a future STIP and provides the avenue for consensus between Caltrans and local and regional agencies on the details of the project. The California Transportation Commission (CTC) typically requires a PSR for any capacity increasing project to be included in the STIP.

A PSR may be completed by Caltrans or by a local agency in cooperation with Caltrans. Although Caltrans District 4 may be able to complete one or more PSRs per year for Solano County projects, STA should move forward to prepare additional PSRs for high-impact projects identified through the various corridor studies to prepare these projects for future STIP cycles. The CMAQ/STP swap approved by the STA Board in September provides the funding resources necessary over the next three fiscal years to complete several project PSRs that will position Solano County to better compete for limited State and Federal funds in upcoming STIP and Federal reauthorization cycles, and to accelerate the project development schedule for these projects.

STA staff will work with the TAC to identify the most competitive projects to proceed with Project Study Reports, either with STA or through Caltrans as the lead agency.

Recommendation:

Informational.



DATE: November 29, 2004
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Funding for Transit Element of the Comprehensive Transportation Plan

Background:

The Solano County Comprehensive Transportation Plan (CTP) was originally completed in May 2002. The CTP is currently being revised to include the results of recently completed studies such as the I-80/680/780 Major Investment and Corridor Study, the I-80/680/780 Transit Corridor Study, the Senior and Disabled Transit Study, the County Pedestrian Plan and the Countywide Transportation for Livable Communities Plan.

The CTP has three primary elements categorized by transportation mode: The Arterials, Highways and Freeways Element, the Transit Element and the Alternative Modes Element. The completion of the studies and plans cited above has provided more comprehensive and current project costs for each of the three elements. Based upon current estimate, the CTP projects \$4.7 billion of transportation needs over the next 25 years, but only \$1.3 billion in anticipated revenues, leaving an estimated \$3.4 billion shortfall.

The Transit Element consists of five components:

- Intercity Bus
- Intercity Passenger Rail
- Ferry Services,
- Intercity Transit Service for Senior and Disabled (Paratransit)
- Support Systems

At nearly half a billion dollars, the \$441 million funding shortfall for the Transit Element of the CTP is significant. The costs included in the Transit Element include the capital and operating costs of intercity bus service, train station and track improvements, commuter rail capital and operating costs, Baylink ferry service capital costs and Senior and Paratransit capital and operating costs. Transit support facilities, such as the park and ride lots and high occupancy vehicle lanes, were included in the Alternative Modes Element and the Arterials/Freeways Element of the CTP, respectively.

Discussion:

Historically, the primary sources of funding for the types of projects identified in the Transit Element of the CTP are listed below:

- Transportation Development Act (TDA, Article 4/8)

- State Transit Assistance (STA)
- Federal Transit Administration (FTA) 5307, 5309, 5310 and 5311 funds
- Surface Transportation Program (STP)
- Northern Bridge Group Toll Revenue Programs
- Regional Transportation Improvement Program (RTIP)
- Interregional Transportation Program (ITIP)
- Discretionary Ferry Fund
- Congestion Management Air Quality (CMAQ)
- Air District grants
- Advertising Revenue
- Passenger Fares

All local jurisdictions either operate transit directly or contribute funding to local, intercity bus, and Paratransit operations. The cities of Vallejo, Benicia, Fairfield, Vacaville, Dixon, and Rio Vista operate transit, either fixed-route or general public dial-a-ride service. The City of Suisun City and the County of Solano contribute funding to fixed route and Paratransit services operated by others. Suisun City partners with Fairfield as part of Fairfield/Suisun Transit. Nearly all Solano County intercity bus services are funded by multiple agencies, but Vallejo's Baylink Ferry and the Capitol Corridor are not.

All transit operators collect passenger fares. The other funding sources are not all available to all transit operators. They are for specific purposes, locations, and types of services. This is discussed further later in this staff report.

New funding sources are limited for transit. Some potential sources are listed below and discussed in Attachment C.

- Regional Measure 2 (RM2)
- Low Income Flexible Transportation/Jobs Access Reverse Commute (LIFT/JARC)
- Transportation for Livable Communities (TLC)

Potential

- TDA – 100% transit (Unmet Transit Needs)
- New local funding sources (such as Measure A)

The primary source of bus operating funding (Transportation Development Act funds) is projected to modestly increase in the near-term. Passenger fares, the next largest revenue source for bus operating costs, will vary depending upon the level of service that can be delivered and fare policies implemented by transit agencies. The level of service delivery will be limited by modest increases in operating revenue being eclipsed by increasing cost of living, fuel, and other basic operating costs.

The primary source of funding for local, paratransit, taxi scrip, and intercity transit operations is TDA Article 4/8 funds. Three of the eight local jurisdictions in Solano use 100% of their TDA funds for transit purposes – Vallejo, Fairfield, Benicia; these are the

three transit operators of intercity transit services. These TDA funds are used for local, intercity, and Paratransit services.

There is good news for transit funding from TDA. TDA funds are generated from a ¼ cent statewide sales tax. Solano County is one of the few counties in the Bay Area that has not seen a significant drop in sales tax revenue and TDA funds in recent years. For FY04/05, an 8% increase in TDA funds countywide from FY03/04 is projected and is estimated to generate \$13.0m for distribution to the local jurisdictions. Combined with carryover of \$8.8m, there is over \$20m for TDA funds for transit and streets and roads (Attachment A). Each jurisdiction has a specific allocation. Of the over \$20m, \$14 million will be spent on local, intercity, and Paratransit operating, capital, or planning this fiscal year (Attachment B). There is projected to be a carryover of \$2.4 million into FY05/06.

TDA is the one funding source all transit operators receive. Passenger fares are another common funding source. There is a myriad of other potential funding sources (see Attachment C). However, not all sources of funds are available to all transit operators.

Most Solano operators receive limited amount of State Transit Assistance (STA) funds; these are distributed through formula allocations based on population and revenue (see Attachments D and E).

The Federal Transit Administration (FTA) is the source of several funding programs. Two programs Section 5307 and 5309, are formula grant programs. Section 5307 funds are distributed through formula based on population density to urbanized areas for transit operations and capital. Benicia, Fairfield, Vacaville, and Vallejo receive these funds and can use them at a specified ratio for operating costs. Section 5309 fixed guideway modernization funds are based on a formula that includes the number of fixed guideway route miles. The other 5309 programs are based on discretionary action by congress: discretionary fixed guideway and 2) bus/bus facilities capital. Section 5310 (Paratransit funds) and Section 5311 (rural transit planning, operating, and capital funds) are allocated to States by formula. At the State level they become competitive grant programs administered by MTC and Caltrans. Dixon and Rio Vista are eligible for 5311 funds.

Bridge Toll Revenue Programs target transit service, primarily ferry, that relieves vehicular trips over the state-owned bridges. The federal Ferry Board Discretionary (FBD) fund is limited to ferry boats and facilities.

Congestion Management/Air Quality (CMAQ) funds must be used for projects that reduce air pollution emissions; they have been used for large capital projects such as intermodal stations. CMAQ funding for eastern Solano County has increased recently. The criteria for the Air Quality Management Districts' competitive Transportation Fund for Clean Air (TFCA) and Clean Air Fund (CAF) grants by the two air districts that cover Solano make it difficult for transit to successfully compete and are at best a very minor source of funding.

The major source of new funds is RM2. RM2 will provide significant funding for several intermodal stations, track improvements, and expanded express bus and ferry services in

Solano County. Smaller new sources of funds may come from MTC's regionally competitive Low Income Flexible Transportation (LIFT) grants. To apply for LIFT grants, projects must be consistent with either a Solano County's Welfare to Work Transportation Plan or a Community Based Transportation Plan (CBTP). Both programs are administered by the STA.

Recommendation:

Informational.

Attachments:

- A. Solano FY04/05 TDA Estimates
- B. Solano FY04/05 TDA Approved Distribution
- C. Transit Revenue Sources
- D. STA Population Based FY04/05 Fund Estimate
- E. STA Revenue Based FY04/05 Fund Estimate



DATE: November 29, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano/Napa Multi-Modal Travel Demand Model (Phase 1)

Background:

Since January 2003, DKS Associates has been under contract with the STA to develop a new multi-regional, multi-modal "baseline" travel demand model for Solano and Napa counties that will forecast traffic to the year 2030. The Solano/Napa Model Committee, consisting of modelers and planners from the cities and counties of Solano and Napa, has been meeting monthly with the consultants to develop the new Solano/Napa Multi-Modal Travel Demand Model.

The new model is being developed utilizing the "TP+/Cube" program and will replace STA's current "TRANPLAN" traffic model that was originally developed in the early 1990's (and updated in 2001) as part of the monitoring requirements of the Solano Congestion Management Program (CMP). The traffic model is regularly used for long term and countywide modeling needs of the STA and member agencies including corridor studies, environmental impact reports, general and specific plans, and transit studies.

In 2001-02 the STA determined the need to prepare an entirely new multi-modal travel demand model with the horizon year of 2030 and using the latest modeling program ("T+/Cube") because of the following major reasons:

- "TP+/Cube" has the multi-modal capabilities that STA and its member agencies will need now and in the future (i.e., rail, bus and HOV demand).
- The new program and model has a much greater capacity to add the necessary network links, traffic analysis zones, land use data, etc., to have it fully function as a multi-regional, multi-modal model.
- MTC, as well as some of the STA member agencies, have already secured and begun using the "TP+/Cube" program on their own (i.e., Fairfield, Vacaville and Vallejo) and most new models throughout the Bay Area are now using this program.
- The data for the new model is being developed with Geographic Information System (GIS) files to make it easier and quicker to conduct future model updates.

- It is expected that the accuracy of the travel behavior at the easterly gateways to and from Solano County (i.e., I-80 near Dixon and SR 12 in Rio Vista) will be better with the inclusion of the Sacramento (SACOG) and the San Joaquin (SJCOG) regional models into this new STA model.

The model complies with the standards and guidelines established by Caltrans and MTC for regional and countywide models and has been provided regular input from the Model Committee. The consultants and committee have been meeting on a monthly basis and are in the final stages of completing Phase 1, the traffic component of the model.

A new traffic analysis zone structure and roadway network has been developed for the entire 16-county area. The modeling consultant is verifying the model to year 2000 traffic volumes on major roadways within Solano and Napa counties. Local land use data, provided by the cities and counties, have been used to develop trip generation inputs in both Solano and Napa counties consistent with U.S. Census data, recent traffic counts from key check points in the two counties, and Association of Bay Area Governments (ABAG) Projections 2003 housing and job forecasts.

Discussion:

Land Use Projections

Staff and consultants have met with planners in each of the eight STA member agencies to review local general plan land use data projections for consistency with ABAG Population Projections regional data. In order to provide a base travel model that is consistent with regional travel model guidelines and acceptable to MTC and Caltrans for projecting traffic volumes and building highway projects along the major corridors throughout Solano County, the decision was made by the Model Committee (with support from the Solano County Planning Director's Group) to provide information consistent with ABAG's *Projections 2003* population and employment forecasts. This is being done to create a baseline model so that related highway studies and projects (such as the I-80/I-680/SR 12 interchange) can be based on this model.

STA staff and consultants provided each local jurisdiction the opportunity to adjust the projections within the Traffic Analysis Zones (TAZ) located within their jurisdiction's boundaries, so that growing areas within each jurisdiction can be better incorporated into the model. The jobs and housing data requested from each model committee member was based on the actual amount of land use or actual rate of growth expected to occur in each member agency's general plan (for each traffic analysis zone) over the next 25 years, consistent with historic trends and *ABAG Projections 2003*.

This is a regional "baseline" model and is used as a tool to compare traffic volumes and congestion between what is currently occurring and what is expected in 5-year increments through 2030 (based on future expected growth factors). Therefore, it is important to provide consistent and realistic projections for the number of housing units and jobs that are likely to occur countywide so that future transportation facilities are appropriately sized to meet future needs. Therefore, some of the future development would occur beyond the 2030 timeframe of this model. If planned development actually occurs sooner than initially projected, it will be reflected in the next model update that will take place every three to five years.

One consistency target is to have resulting household and employment projections within a 5 percent countywide control total of the regional projections. Therefore, each member agency provided projections that would result in local forecasts that are within about 5 percent of ABAG totals for each jurisdiction. The committee and consultant team were then able to make final adjustments (with input from each member agency) to achieve countywide consistency (see Attachment C: "Year 2030 Land Use Comparison By Jurisdiction (Solano County)).

In the next two months, the consultants will be completing the Phase 1 highway traffic model and preparing forecasts for review and refinement by the Model Committee, STA TAC and STA Board. The initial forecasts have been developed and are being reviewed by the Model Committee. Model consultants presented a preliminary overview of the new model at the TAC meeting of September 29, 2004 and is scheduled for more technical presentations at the next TAC meetings scheduled for December 22, 2004 and January 26, 2005 respectively. A presentation to the Planning Director's Group is also being scheduled for review on January 13, 2005.

Joe Story of DKS Associates will make a presentation at the STA Board meeting to provide an overview of the purpose, use, land use assumptions and some basic trends identified in the new model.

Based upon a recommendation from the STA TAC (currently expected on January 26, 2005), the final model (including all technical data) is scheduled to be presented at the STA Board meeting on February 9, 2005. Staff has encouraged each TAC and/or TAC Model Member to discuss the model with their STA Board member. Like any new multi-regional model of this magnitude and complexity, refinements will continue to be made until the validation and projected numbers for major gateways and corridors of Solano County are considered to be sufficiently accurate to meet MTC and Caltrans conformity standards.

Some of the initial work needed to prepare a Phase 2 Model (transit component) has also been started, but will need additional time and resources to complete. The necessary steps and approach to completing a model design for Phase 2 will be developed as part of the completion of the Phase 1 model.

It is critical that the new Phase 1 model be completed in an expeditious manner so that a number of new plans and projects can utilize the new traffic model during the next year or two including:

Short Term Projects (next 1-5 years)

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

Mid and Long Term Projects (beyond 5-years)

- Updating the projections for the I-80, I-680 and SR 12 Corridors
- I-680 HOV lane project
- Initiate efforts to prepare a Phase 2 model that could assist in updating ridership and stations projections to implement future regional rail service and expanded express bus services throughout Solano County

Attached is an “Update on Development of the Solano/Napa Model” dated November 30, 2004 prepared by DKS consultants.

Recommendation:

Informational

Attachments:

- A. Memo dated November 30, 2004 from DKS Associates entitled, “Update on Development of the Solano/Napa Model”
- B. Year 2030 Land Use Comparison By County
- C. Year 2030 Land Use Comparison By Jurisdiction (Solano County)



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: STIP-TIP Financial Constraint

Background:

The Transportation Improvement Program (TIP) is the primary spending plan for federal funding expected to be available to the Bay Area or any other specific region. The Metropolitan Transportation Commission prepares the TIP for the Bay Area every two years based upon information available from the state and the federal government regarding the projected availability of funding. The TIP must be financially constrained; that is, project funding by fiscal year must coincide with the projected availability of funds.

Due to the state budget crisis and the impacts on transportation funding, in August 2003, after the legislature approved the governor's FY 2003-04 State Budget, the Federal Highway Administration (FHWA) declared all TIPs in California financially unconstrained and froze the TIPs until each region could demonstrate financial reconstraint with respect to the State Transportation Improvement Program (STIP) and the Traffic Congestion Relief Program (TCRP) funding.

In February 2004, MTC was the first of only four regions in California to "reconstrain" the TIP. This action allowed the region to proceed with formal TIP amendments (which were needed for \$300 million in FTA actions), while other regions were unable to approve any formal amendments from August 2003 through the adoption of their 2005 TIPs in October 2004. MTC was able to reconstrain the TIP by moving the funding for some projects to later fiscal years to coincide with transportation funding estimates in the governor's budget.

Discussion:

Due to the ongoing state budget problems, the FHWA may once again determine that the TIP is no longer financially constrained if some or all of the following should occur:

- The California Transportation Commission (CTC) continues to defer FY 2004-05 allocations;
- the Governor delays the Transportation Investment Fund (TIF) transfer to the State Highway Account (SHA) once again in the FY 2005-06 budget;
- the legal challenge to AB 687 (Indian gaming funding) results in an unfavorable decision for the State;
- funds as a result of the Indian gaming bonds and the ethanol fix end up in the SHOPP rather than the STIP;
- and/or the CTC defers part or all of the FY 2005-06 STIP allocations.

MTC staff has proposed a strategy to preempt what appears to be inevitable and to reconstrain the Bay Area TIP while the TIP Air Quality Conformity Analysis is underway in conjunction with adoption of T-2030. Although the outcome of several of the funding uncertainties identified above will not be known until the adoption of the FY 2005-06 State Budget and STIP Fund Estimate in August 2005, there is high probability that impacts to transportation funding will once again cause the FHWA to determine that the TIP is not financially constrained. Since MTC will not be performing another Air Quality Conformity Analysis until the 2007 TIP update in July 2006, MTC staff is proposing to shift STIP funding in the TIP now to align the funding closer to what may actually be available, using the Air quality conformity analysis currently underway for T-2030. By doing so, MTC can show a financially constrained TIP and be able to move forward with formal TIP amendments as needed. MTC staff has consulted with FHWA, Caltrans HQ Federal Programming and CTC staff, and received tentative approval of this proposed strategy.

This overall strategy proposes to move all STIP funds in FY 2004-05 to FY 2005-06 of the TIP (except GARVEE, Caltrans Right of Way, Caltrans Support and Transportation Enhancement funds), move the FY 2005-06 STIP funds into FY 2006-07 (except GARVEE and TE) and move an amount equivalent to the displaced FY 2005-06 funds from FY 2006-07 to FY 2007-08. Basically the impacted STIP funds in the TIP will be reduced to Zero in FY 2004-05, cut 50% in FY 2005-06, and held at the current adopted STIP amount in FY 2006-07.

MTC staff limited projects for movement from FY 2006-07 into FY 2007-08 to those projects that already have local funding on the project (including RM-2 funds) that can be used prior to the STIP funds, thus allowing the project to remain in the three years of the TIP (FY 2004-05 through FY 2006-07). Should STIP funds become available sooner than expected (extremely unlikely), only an administrative TIP amendment would be needed to change the fund source so the STIP funds are available earlier. Both FHWA and Caltrans HQ Federal Programming agree only an administrative TIP amendment would be needed to change the fund source.

CTC staff has assured MTC that these actions for the TIP will not impact the priorities of the programming of the funding in the STIP since MTC is not proposing to move any funds in the STIP - just in the TIP for financial constraint purposes only. This action will not impact the priority, deliverability or fundability of these projects, as these projects will remain in the three years of the TIP and may be allocated/advanced at any time.

The two attachments (one for the RTIP and one for the ITIP) show the proposed changes as shaded areas as will be reflected in the reconstrained TIP. The STIP is not being changed by this proposal.

For Solano County, the following projects have been adjusted to reconstrain the TIP:

- Westbound HOV lane, SR 29 to Carquinez Bridge
- Vallejo Ferry Terminal Parking
- North Connector
- Bahia viaduct track and bridge upgrade
- Fairfield-Vacaville Rail Station.

The HOV lane project was moved one year to coincide with the delay of the HOV lane project in Contra Costa County from the Carquinez Bridge to SR 4. The other projects have other funding, including RM-2 funding, to advance the projects until the STIP funds become available.

Recommendation:

Informational.

Attachments

- A. 2004 STIP Approved by STA Board in April 2003
- B. Adjustments to RTIP Projects
- C. Adjustments to ITIP Projects



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Highway Projects Status Report:

- 1) I-80/I-680/SR 12 Interchange
- 2) North Connector
- 3) I-80/I-680/I-780 MIS/Corridor Study
- 4) I-80/I-680/I-780 Transit Corridor Study
- 5) Caltrans Auxiliary Lanes Project
- 6) Jepson Parkway
- 7) Highway 37
- 8) Highway 12 (Jameson Canyon and 12/29 Interchange)
- 9) Highway 12 (East)
- 10) I-80 Widening (Dixon to Vacaville)
- 11) SR 113 (Downtown Dixon)

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The Governor signed the FY 2004-05 Budget in early August. The budget provides continued funding for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The budget also provides additional funding for the State Highway Account for the State Transportation Improvement Program (STIP). The additional STIP funds are based on Indian Gaming bonds that are proposed based on the defeat of Propositions 68 and 70 on November 2, 2004. However, a legal challenge from Card Clubs and higher interest rates place these additional funds, and the amount of these funds, in potential jeopardy. The CTC is scheduled to address STIP allocations at their December 2004 meeting. The I-80/I-680/SR 12 environmental studies, the North Connector environmental studies, and the Jameson Canyon environmental studies have all continued to receive reimbursements from the state and will receive allocated funding in FY 2004-05.

The Federal TEA-21 Reauthorization has been delayed in Congress until at least 2005. Federal funding has continued at TEA-21 levels for funds coming to the region; however, new Federal earmarks (I-80/I-680/SR 12 Interchange, Jepson Parkway, and Jameson Canyon) are unavailable until TEA-21 Reauthorization is passed by Congress.

Discussion:

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

1) *I-80/I-680/SR 12 Interchange PA/ED.* The environmental phase of this project is totally funded by a TCRP grant (\$8.1M) and funds have been allocated by the CTC. The environmental studies are underway by a joint venture of MTCO/Nolte. The Environmental Scoping Meeting and transportation “open house” were held on May 12, 2003. The Cordelia Truck Scales Relocation Study is complete and the STA Board of Directors recommended to the State to construct new scales within the I-80/I-680/SR 12 Interchange with a design that includes shorter entrance and exit ramps. STA is working with Caltrans and CHP to better define the actual configuration of the inspection facilities and ramps. STA staff and consultants met with staff from several resource agencies (the Bay Conservation and Development Commission, California Fish and Game Department and U.S. Fish and Wildlife Service) and received guidance on how to proceed with evaluating the potential impacts of this project on the Suisun Marsh. The project limits for the studies have been expanded to Air Base Parkway in order to include an I-80 HOV lane from SR 12 West to Air Base Parkway. Additionally, an interchange at SR 12 and Red Top Road has also been included as part of the PA/ED phase. The PA/ED phase of this project is scheduled for completion in 2007.

2) *North Connector PA/ED.* Korve Engineering was selected for the PA/ED phase for the North Connector. This project continues on schedule and the Administrative Draft of the Environmental Document is under review by Caltrans. The North Connector PA/ED is fully funded through the TCRP (\$2.7M). The Draft Environmental Assessment/Environmental Impact Report (EA/EIR) is scheduled for release in early 2005 with the final EA/EIR anticipated by Summer/Fall 2005.

3) *I-80/I-680/I-780 MIS/Corridor Study.* Korve Engineering was selected to complete the I-80/680/780 Corridor Study. This project was funded with a State Planning and Research (SP&R) grant for \$300,000, STIP Planning, Programming and Monitoring (STIP-PPM) funds for \$60,700, and Federal Surface Transportation Program (STP) funds for \$380,000. The I-80/I-680/I-780 Major Investment & Corridor Study is complete and was adopted by the STA Board in July. Copies of the final study have been distributed.

4) *I-80/I-680/I-780 Transit Corridor Study.* This project was funded with a State Planning Congestion Relief Program (PCRCP) grant for \$275,000. Wilbur Smith Associates was selected to complete the I-80/680/780 Transit Corridor Study, a complementary study to the highway corridor study. The Transit Corridor Study identified specific locations for park and ride lots that have been incorporated into both the Mid-Term and Long-Term projects lists. The I-80/680/780 Transit Corridor Study is complete and was adopted by the STA Board in July. Copies of the final study have been distributed.

5) *Caltrans Auxiliary Lanes Project.* Caltrans is the project manager for this project. The project was advertised for bids on September 2, 2003 and the contract was awarded to O.C. Jones (the contractor for SR 37 Improvements) on December 2, 2003. Construction started on March 2, 2004. The construction contract was awarded for \$12,121,812, 30% under the engineer’s estimate. The project is funded through the Interregional Transportation Improvement Program (ITIP) and the State Highway Operations and Protection Program (SHOPP). This project adds one lane in each

direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions. The project is currently on schedule and on budget. The construction is scheduled to be completed in late November and will probably be complete by the time of the TAC meeting.

6) *Jepson Parkway*. The Environmental Impact Study (EIS) is underway for the Jepson Parkway with scheduled completion of the Draft EIS in early 2005. Several segments of the project have been completed, including the Vanden/Peabody intersection realignment in Fairfield, replacement/widening of three bridges in Vacaville, and Leisure Town Road improvements in Solano County. Additionally, the Walters Road widening segment in Suisun City is under construction with construction scheduled for completion in November 2004. The I-80/Leisure Town Road Interchange is also under construction with scheduled completion in 2006. The Metropolitan Transportation Commission (MTC) approved replacing the \$4.65M in STIP funds with federal Surface Transportation Program (STP) funds that allowed this project to proceed to construction this year.

7) *Highway 37*. Phase 2 and Phase 3 are under construction and proceeding on schedule. Phase 2 provides four lanes from the Napa River Bridge to SR 29 and is scheduled to be complete by January 2005. Phase 3 constructs the SR 37/29 interchange and is scheduled to be complete by December 2005. The project is fully funded with \$62M in ITIP and STIP funds that have been allocated by the CTC. The contracts for both Phase 2 and Phase 3 were awarded to O.C. Jones Construction. The projects are on schedule and within budget.

8) *Highway 12 (Jameson Canyon and 12/29 Interchange)*. Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC; however, Caltrans District IV suspended the consultant contracts for this project at the direction of Caltrans Headquarters. The STA, Napa County Transportation Planning Agency (NCTPA), and Caltrans have participated in a value analysis process with the goal of identifying a "fundable" roadway project. The value analysis process resulted in a recommendation for a 4-lane conventional roadway instead of a freeway design, reducing the estimated costs from \$262M to \$104M. Continued TCRP funding in the State FY 2004-05 Budget will allow this project to proceed. Caltrans District 4 has continued with the PA/ED phase of this project and proposes to complete it within budget by 2006.

9) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. The Round Hill Creek Bridge project is complete. The other two projects provide profile improvements and shoulder widening to correct safety deficiencies, as well as turning lanes at some intersections. These projects are in the preliminary design phase and the environmental documents and project reports are scheduled for completion by the end of 2004. The draft Environmental Impact Report was released for review by Caltrans in January 2004 and a Public Meeting was held on March 10, 2004 at the Western Railroad Museum to receive public comments. Construction is scheduled for 2006-2008. The current cost estimate for the Scandia to Denverton project is \$11.5M and the cost estimate for the Denverton to Currie project is \$25M. Both projects are currently funded

through the design stage and full funding is anticipated through the SHOPP program in FY 2005-06.

10) I-80 Widening (Dixon to Vacaville). This project has been removed by Headquarters Caltrans as a candidate project for the Interregional Transportation Improvement Program (ITIP). There is currently no activity on this project and future funding for the project is uncertain.

11) SR 113 (Downtown Dixon). For approximately 10 years, the City of Dixon has requested from Caltrans major improvements to SR 113 through the downtown. This project stalled for several reasons. In October 2002, City staff and STA staff began working with Caltrans District 4 to move this project forward. After several meetings that included the Dixon Mayor and the District 4 Principal Deputy, the City and Caltrans agreed on a scope of project, responsibilities for both the City and Caltrans, and methods for moving this project forward. Reconstruction of SR 113 in Downtown Dixon is included in the 2004 SHOPP program. A Cooperative Agreement between Dixon and Caltrans has been completed and the City will complete sidewalk repairs along the project and the design of the reconstruction project. Caltrans will complete right-of-way and utility coordination and construction of the project. The design has been submitted for Caltrans review. The goal is to submit the project to the CTC for SHOPP funding allocation in Spring 2005 with construction in Summer 2005.

Recommendation:
Informational.



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Regional Measure 2 (RM 2) Update and Revisions

Background:

Regional Measure 2 (RM 2) establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM 2 funding. Due to a restriction in Federal law that prevents using tolls for transit operating from bridges receiving Federal funds, the Metropolitan Transportation Commission (MTC) has been unable to authorize RM 2 funds for transit operations.

Discussion:

In order to address the Federal restriction on using bridge tolls for transit operation, MTC requested legislative relief from Congress. The delay of the TEA-21 Reauthorization effectively killed this legislative relief for 2004.

MTC proceeded with a request to the Federal Highway Administration (FHWA) to provide an alternative "administrative" method for providing the transit operating funds by using only tolls generated from the five bridges in the Bay Area that do not receive Federal funds. In October, the FHWA, with concurrence from the Federal Transit Administration (FTA), approved the request to allow the use of toll revenues from non-federalized toll bridges to be used for transit operations. This approval allows MTC to begin meeting the requirements of SB 916 (the RM 2 implementing legislation) for allocating RM 2 funds to transit operations.

RM 2 provides up to \$3.4M per year for transit operations in the Express Bus North pool, including funds for Vallejo Transit and Fairfield-Suisun Transit. Vallejo Transit has submitted a proposal for \$1.827M in RM 2 transit operating assistance for expanded I-80 Express Bus Service and Fairfield-Suisun Transit has submitted a proposal for \$107,875 to expand the I-680 Route 40 service to include mid-day service. Both requests are currently under review by MTC. The details for the RM 2 Transit Operating Support Programs are shown in Attachment A.

MTC staff has also been developing Performance Measures for transit operators to evaluate the effectiveness of transit routes receiving RM 2 operating funds. These Performance Measures are required by the RM 2 legislation (SB 916). The performance measures have been reviewed by transit operators over the past few months and are now ready to be incorporated into the RM 2 Policies and Procedures. Attachment B identifies

these performance measures and incorporates them into the Policies and Procedures through revisions to MTC Resolution No. 3636.

Recommendation:
Informational.

Attachments:

- A. Proposed RM 2 Operating Support Program for Regional Express Bus
- B. RM 2 Policies and Procedures Revisions and Addition of RM 2 Performance Measures for Transit Operating

Agenda Item X.G
December 8, 2004



DATE: December 9, 2004
TO: STA Board
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

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

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Regional Signal Timing Program	Christina Atienza, MTC (510) 817-3221	December 30, 2004
Regional Bicycle and Pedestrian Program	Doug Johnson, MTC (510) 464-7846	January 21, 2005
Countywide Transportation for Livable Communities (TLC) Planning Grant	Robert Guerrero, STA (707) 424-6075	January 28, 2005
Traffic Engineering Technical Assistance Program (TETAP)	Christina Atienza, MTC (510) 817-3221	January 28, 2005
Office of Traffic Safety (OTS) Grant	Mark Bertacchi, OTS (916) 262-0985	January 31, 2005



FUNDING OPPORTUNITY:

Regional Signal Timing Program

Due December 30, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: An applicant must be a Bay Area public agency and is either responsible for operating traffic signals or authorized to act on behalf of the agencies that operate traffic signals.

Program Description: This program provides funding for traffic signal coordination consultants.

Funding Available: \$1.2 million in federal funds is available to retime up to 700 signals. MTC will provide the local matching funds

Eligible Projects: Projects can range from an arterial in one jurisdiction to citywide signal timing in adjoining jurisdictions.

Further Details: <http://www.mtc.ca.gov/funding/rstp-cfp.htm>
In the 2004 cycle, all project applications that met the eligibility requirements were funded.

Program Contact Person: Christina Atienza, MTC, catienza@mtc.ca.gov, (510) 817-3221

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



FUNDING OPPORTUNITY:

Regional Bicycle and Pedestrian Program

Regional Program applications with Countywide projects list
Due January 21, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

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

Program Description: This program funds the development of the Regional Bikeway System and pedestrian safety and enhancement projects in the T-2030.

Funding Available: \$200 million over the next 25 years is available.
\$32 million in the first four years is divided into two programs:

- Regional Program - \$8 million is available in FY 05/06, 06/07. Funding request shall be at least \$300,000 but not over \$4 million.
- Countywide Program – \$1,395,835 for Solano in FY 07/08, 08/09. Countywide funding request shall not exceed \$4 million.

11.5% local match of total project cost is required. 25% of the program's funds will be directed to pedestrian projects.

Eligible Projects: Project activities eligible for funding include

- Pedestrian and bicycle facilities (including bike parking) that provide access to regional transit, lifeline transit, regional activity centers, or schools
- Bicycle facilities on the Regional Bicycle Network defined in the Regional Bicycle Plan
- Regionally significant pedestrian projects. Pedestrian projects are intended to be inclusive of facilities or improvements that accommodate wheelchair use.

Further Details: http://www.mtc.ca.gov/funding/bike-ped_cfp.htm
Attend the BAC meeting on December 2, 2004 for Countywide program info

Program Contact Person: Doug Johnson, MTC, djohnson@mtc.ca.gov, (510) 464-7846.

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



FUNDING OPPORTUNITY:

Countywide Transportation for Livable Communities (TLC) Planning Grant

Due January 28, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Countywide Transportation for Livable Communities (TLC) Planning Grant is intended to assist jurisdictions plan projects that are eligible for the program based on the STA's Countywide TLC Guidelines. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local governments, transportation agencies, and community-based nonprofit organizations (if partnered with local government) may receive funding.

Program Description: This program provides funding for TLC planning activities.

Funding Available: \$150,000 to \$200,000 target budget through 2006.
Grant max per project is \$50,000 over two years.

Eligible Projects: Planning activities:

- Concept/Vision plans, Specific Area Plans
- Drawing and Design of streetscape/capital improvements
- Public Outreach / Community meetings/ Vision workshops

Planning projects must be complete by June 30, 2006.

Further Details: <http://www.solanolinks.com/programs2.html>

STA Contact Person: Robert Guerrero, Associate Planner, (707) 424-6075



FUNDING OPPORTUNITY:

Traffic Engineering Technical Assistance Program

Applications Due 4:00pm, January 28, 2005

TO: STA Board

FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Bay Area government agencies involved with traffic or transit operations and safety.

Program Description: This is a grant for technical assistance from consultants hired by MTC for traffic engineering projects defined by local agencies.

Funding Available: Approximately \$225,000 in federal funds for 2005. Maximum grant amount per project is \$30,000 with MTC making the local match.

Eligible Projects:
Operations: Traffic calming, crosswalks
Analysis/Evaluations: collision analysis, develop grant applications
Planning: challenging project planning (e.g. Traffic signal system upgrades, Smart Corridor operations.)

Grant Contact: Christina Atienza, MTC, (510) 817-3221
<http://www.mtc.ca.gov/funding/tetap-cfp.htm>

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



FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Grant

Due January 31, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Office of Traffic Safety (OTS) Grant is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: State governmental agencies, state colleges, and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers are eligible. Community-based organizations and nonprofits may be co-partners but cannot receive the funds

Program Description: OTS offers traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions

Funding Available: OTS awarded \$74.2 million in FY 03/04.

Example Projects: Solano County 2005 Traffic Safety Grant Awards

- Fairfield, "Safe Passage", Lidar speed signs on Air Base \$61,500.00
- Fairfield Police Department, \$342,648.00
- Suisun City Police Department, \$90,000.00
- Vallejo Police Department, \$125,000.00

Further Details: <http://www.ots.ca.gov>

Program Contact Person: Mark Bertacchi, OTS, mbertacchi@ots.ca.gov, (916) 262-0985

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