



Solano Transportation Authority

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Suisun City, California 94585

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Members:

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



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

10:00 A.M., Wednesday December 22, 2004
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA

	<u>ITEM</u>	<u>STAFF PERSON</u>
I.	CALL TO ORDER	Jeff Matheson, Chair
II.	APPROVAL OF AGENDA (10:00 – 10:05 a.m.)	
III.	OPPORTUNITY FOR PUBLIC COMMENT	
IV.	REPORTS FROM CALTRANS, MTC, AND STAFF (10:05 – 10:10 a.m.)	
V.	CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (10:10 – 10:15 a.m.)	
A.	Minutes of the Consortium Meeting of December 1, 2004– Pg. 1 <i>Recommendation: Approve minutes of December 1, 2004.</i>	Johanna Masiclat
B.	STA Meeting Schedule for First Quarter 2005 - Pg. 6 <i>Informational</i>	Kim Cassidy
C.	Funding Opportunities Summary- Pg. 8 <i>Informational</i>	Sam Shelton

VI. ACTION ITEMS

- A. SR 12 Transit Corridor Study** Dan Christians
Recommendation:
Recommend the STA Board approve the following:
- 1. Approve selection of a consultant to conduct the SR 12 Transit Corridor Study.*
 - 2. Authorize the Executive Director to enter into a consultant contract to conduct the study based upon the proposal selected.*
- (10:15 – 10:25 a.m.) – Pg. 15
- B. T-PLUS Work Plan for 2005** Robert Guerrero
Recommendation:
Recommend the STA Board approve the STA T-PLUS Work Plan for 2005.
- (10:25 – 10:30 a.m.) – Pg. 18
- C. STA, SolanoLinks, and SNCI Marketing Plan 2005 (Phase I)** Dan Christians
Elizabeth Richards
Recommendation:
Recommend the STA Board approve the following:
- 1. The proposed Marketing Plan Tasks (Phase I) for STA, SolanoLinks Transit, and SNCI as specified on Attachment A;*
 - 2. Amend the existing contract with MIG for an amount not to exceed \$84,000.*
- (10:30 – 10:40 a.m.) – Pg. 22
- D. Adoption of STA's 2005 Legislative Priorities and Platform** Daryl Halls
Recommendation:
Recommend the STA Board approve the Draft STA 2005 Legislative Priorities and Platform.
- (10:40 – 10:50 a.m.) – Pg. 26

VII. INFORMATION ITEMS

- A. Funding the Alternative Modes Element of the Comprehensive Transportation Plan** Dan Christians
Informational (10:50 – 10:55 a.m.) – Pg. 44
- B. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)** Dan Christians
Informational (10:55 – 11:00 a.m.) – Pg. 53

- C. **Update of Small UZA Payback Plan** Mike Duncan
Informational (11:00 – 11:05 a.m.) – Pg. 63
- D. **Transportation Enhancement (TE) Programming** Mike Duncan
Informational (11:05 – 11:10 a.m.) – Pg. 73
- E. **Status of the 2004 State Transportation Improvement Program (STIP)** Mike Duncan
Informational (11:10 – 11:15 a.m.) – Pg. 76
- F. **Low Income Flexible Transportation (LIFT) Grant Status** Elizabeth Richards
Informational (11:15 – 11:20 a.m.) – Pg. 78
- G. **SNCI Monthly Issues** Anna McLaughlin
Informational (11:20 – 11:25 a.m.) – Pg. 80
- H. **Local Issues** Group

VIII. ADJOURNMENT

The next regular meeting of the STA SolanoLinks Intercity Transit Consortium will be at **10:00 a.m. on Wednesday, January 26, 2004.**



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
December 1, 2004

I. CALL TO ORDER

The regular meeting of the SolanoLinks Intercity Transit Consortium was called to order at approximately 10:00 a.m. in the Solano Transportation Authority Conference Room. Vanessa Klaiber-Guerrero was asked to chair the meeting.

Consortium Present:	Robert Sousa	Benicia Transit
	Vanessa Klaiber-Guerrero	Dixon Redit-Ride
	Nigel Browne	Fairfield/Suisun Transit
	Felix Ajayi	Rio Vista Transit
	Pam Lawrence	Vallejo Transit

Also Present:	Daryl Halls	STA
	Dan Christians	STA
	Mike Duncan	STA
	Elizabeth Richards	STA/SNCI
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masiclat	STA

III. APPROVAL OF AGENDA

On a motion by Robert Sousa, and a second by Nigel Browne, the SolanoLinks Intercity Transit Consortium unanimously approved the agenda adding Agenda Item VII.G, Contra Costa Park and Ride on Muir Road.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None Presented.

V. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Elizabeth Richards announced to the Consortium the Unmet Transit Needs Process public hearing today at 6:00 p.m. at the Ulatis Community Center in Vacaville.

Daryl Halls distributed and reported on MTC's November 29, 2004 memorandum regarding the Second Cycle (FYs 2005-2006 and 2006-07) STP-CMAQ Transit Capital Programming Recommendation.

VI. CONSENT CALENDAR

On a motion by Robert Sousa, and a second by Pam Lawrence, the SolanoLinks Intercity Transit Consortium unanimously approved the Consent Calendar.

Recommendation:

A. Minutes of the Consortium Meeting of September 29, 2004 –

Recommendation: Approve minutes of September 29, 2004.

B. Funding Opportunities Summary

C. Updated STA Meeting Schedule for 2004

D. 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”.

VII. 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”. He noted that 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 Robert Sousa, and a second by Vanessa Klaiber-Guerrero, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

B. Call for Project for Countywide TLC Planning Grants

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, and applicants will be required to have a resolution of support from their Council or Board due to STA no later than February 9, 2005.

Recommendation:

Recommend the STA Board issue a “Call for Projects” for Countywide TLC Planning Grants.

On a motion by Robert Sousa, and a second by Nigel Browne, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

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. He cited 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.

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.

On a motion by Nigel Browne, and a second by Vanessa Klaiber-Guerrero, the SolanoLinks Intercity Transit Consortium unanimously 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. He stated 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 Nigel Browne, and a second by Pam Lawrence, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

VIII. 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. **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 STIA Board at their 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.

C. **Final Update – Needs Assessments for Transit Element of Solano Comprehensive Transportation Plan**

Dan Christians requested that each member agency review the Preliminary Draft Transit Element dated October 2004 and submit any final suggested revisions no later than the next Transit Consortium meeting scheduled for December 22, 2004.

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. **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.

F. **SNCI Monthly Issues**

Elizabeth Richards provided a status update on the Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions.

G. **Contra Costa Park and Ride on Muir Road**

Elizabeth Richards reported that Contra Costa County Transit Agency (CCCTA) is planning a Park and Ride on Muir Road off Highway 4 near I-680 (across from VA clinic). She noted CCCTA is preparing a Request For Proposal (RFP) for design to be released in January 2005 and CCCTA is requesting input from Solano transit operators in need for a bus bay.

IX. ADJOURNMENT

The meeting was adjourned at approximately 11:00 a.m. The next meeting is scheduled for **Wednesday, December 22, 2004 at 10:00 a.m.** in the STA Conference Room.



DATE: November 10, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Kim Cassidy, Clerk of the Board
RE: STA Meeting Schedule for First Quarter 2005

Background:

Attached is the STA schedule for meetings in the first quarter of 2005 that may be of interest to the STA TAC. This schedule is an overview of the first quarter of 2005 calendar year.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. STA Meeting Schedule – First Quarter 2005



**STA BOARD MEETING SCHEDULE
(For The Calendar Year 2005)**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Dec. 17, 2004	10:30 a.m.	I-80/I-680 Auxiliary Lane Dedication	Cordelia Junction	X
Dec. 22, 2004	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Dec. 22, 2004	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Jan. 3	12:00 p.m.	Executive Board Meeting	STA Conference Room	X
Jan. 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Jan. 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Jan. 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Jan. 27	9:00 a.m.	Arterials, Highways, Freeways Subcommittee	STA Conference Room	X
Jan. 31	9:00 a.m.	Transit Subcommittee	STA Conference Room	X
Feb. 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Feb. 18	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Com. Center	X
Feb. 23	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Feb. 23	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
March 18	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Com. Center	X
March 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X



DATE: December 15, 2004
TO: SolanoLinks Intercity Transit Consortium
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
Bicycle Transportation Account (BTA)	David Priebe, Caltrans (916) 653-0036	February 1, 2005



FUNDING OPPORTUNITY:

Regional Signal Timing Program

Due December 30, 2004

TO: SolanoLinks Intercity Transit Consortium
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: SolanoLinks Intercity Transit Consortium
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: SolanoLinks Intercity Transit Consortium
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 (TETAP)

Due 4:00pm, January 28, 2005

TO: SolanoLinks Intercity Transit Consortium
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.)

Further Details: <http://www.mtc.ca.gov/funding/tetap-cfp.htm>

Program Contact Person: Christina Atienza, MTC, (510) 817-3221

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



FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Grant

Due January 31, 2005

TO: SolanoLinks Intercity Transit Consortium
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



FUNDING OPPORTUNITY:

Bicycle Transportation Account (BTA)

Due February 1, 2005

TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Planning Assistant

This summary of the Bicycle Transportation Account 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 agencies with an adopted Bicycle Transportation Plan are eligible.

Program Description: BTA helps cities and counties fund projects that improve safety and convenience for bicycle commuters.

Funding Available: 2005/2006 cycle will provide \$7.2 million with a maximum grant of \$1.8 million. There is a minimum local match of 10% that must come from sources other than the BTA.

Example Projects: 2004/2005 BTA funded projects:
Suisun City - Central County Bikeway Gap Closure, \$593,000.

Other funded projects range from Class I, II, & III bikeways and bicycle facilities.

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm>

Program Contact Person: David Priebe, Caltrans, David_Priebe@dot.ca.gov, (916) 653-0036

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



DATE: December 10, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: SR 12 Transit Corridor Study

Background:

The STA Board included the State Route (SR) 12 Transit Corridor Study as a Priority Project to be conducted during FY 2004-05. This study was recommended by various transportation studies recently completed by the STA. This transit study will also complement the Rio Vista Transit Study and the Fairfield/Suisun Short Range Transit Plan that are expected to be completed by the end of 2004 and 2005 respectively.

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

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

Current morning peak hour direction traffic (westbound) along the SR 12 corridor averaged approximately 1,500 vehicles in 2000 within the most heavily traveled segments of the corridor between Rio Vista and Suisun City and about 1,300 vehicles (westbound) at the Solano/Napa county line. Future projected peak hour direction traffic (by 2030) is expected to increase in the peak hour direction to an average of approximately 2,500 peak hour vehicles in the incorporated areas of Rio Vista and Suisun City and to over 3,000 peak hour direction vehicle trips between Fairfield and Napa.

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

Discussion:

A SR 12 Transit Corridor Study is proposed to be conducted during FY 2004-05.

Major proposed tasks include:

1. Stakeholders and Transit Operators Input
2. Proposed Bus Schedule and Phasing Plan
3. Steering Committee and Public Input
4. Implementation Plan, Cost Estimates and Funding Plan

A Policy Steering Committee consisting of members from the cities of Rio Vista, Suisun City, and Fairfield, Napa County cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), STA and other stakeholders (e.g. Caltrans) will be established to provide oversight on the study. The study is expected to take about six months and be completed by Summer 2005.

NCTPA also recently committed \$15,000, specifically to contribute to that portion of the study that would look at service between Napa and Fairfield. They also requested that at least one meeting would be held with the NCTPA Board and/or Technical Advisory Committee as well as one public meeting held in Napa. Those comments were incorporated into the Preliminary Scope of Work.

On September 9, 2004, based on recommendations from the Transit Consortium and the STA TAC, the STA Board approved a preliminary scope of work and authorized the executive Director to distribute a request for proposals for the SR 12 Transit Corridor Study.

Two proposals were received from the following consultants:

- Urbitran
- Wilbur Smith Associates

An interview panel was scheduled for December 14, 2004. The panel's recommendation will be forwarded to the Consortium and TAC at their meeting of December 22.

Recommendation:

Recommend the STA Board approve the following:

1. Approve selection of a consultant to conduct the SR 12 Transit Corridor Study.
2. Authorize the Executive Director to enter into a consultant contract to conduct the study based upon the proposal selected.

Attachment:

A. Selected proposal to conduct the SR 12 Transit Corridor Study (to be provided under separate cover)



DATE: December 7, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Robert Guerrero, Associate Planner
RE: T-PLUS Work Plan for 2005

Background:

The Metropolitan Transportation Commission's (MTC) Transportation Planning Land Use Solutions (T-PLUS) was created in 2003 with the goal of providing local technical support for city and county jurisdictions to further develop Transportation for Livable Communities/ Housing Incentives Program/ Enhancements projects, and assist with applications and grant submittals. The T-PLUS program provides funds for planning grants, workshops, the Comprehensive Transportation Plan update and TLC program administration to the Solano Transportation Authority (STA).

Key T-PLUS program activities completed by the STA this past year include:

1. Identified TLC candidate projects for the Solano TLC Plan: STA organized field review meetings and met with member agencies to discuss potential TLC projects. Typical discussions included clarification of TLC program, potential TLC project scope, and funding availability.
2. Participated in MTC's TLC Task Force and Transportation Land Use (T-LU) Working Group: STA consistently attended MTC's TLC Task Force and T-LU Working Group over the last year to review and provide input on TLC guidelines and transportation land use policies. The guidelines and land use policies will be incorporated into the new Transportation 2030.
3. North Bay TLC Workshop hosted by the STA: On June 15, 2004, STA assisted in organizing a TLC Workshop specifically for agencies from Napa, Sonoma, Marin, and Solano Counties. James Corless, MTC and Rich Monroe, Caltrans were among the workshop presenters and discussed the Regional TLC program and the federal obligation requirements.
4. Completion of TLC related plans: STA, with assistance from the Alternative Modes Committee, Technical Advisory Committee, and the Transit Consortium completed, the TLC Guidelines, TLC Plan, Countywide Bicycle Plan Update, Countywide Pedestrian Plan, and I-80/680/780 Transit Corridor Study.

Discussion:

Attached is the STA's proposed T-PLUS work plan for 2005. Key activities proposed in the new work plan include awarding Countywide T-PLUS Planning Grants and working with member agencies to develop local TLC plans and projects, completion of the Multi-Modal Countywide Travel Demand Model (Phase 1), Solano TLC Conference in the Spring of 2005, STA TLC Presentations to Solano cities and County Board of Supervisors (possibly in March or April 2005), and the initiation of a Congestion Management Program update/ Regional Impact Fee Study (Phase 1).

STA staff is scheduled to present a summary of TLC activities completed and the proposed 2005 T-PLUS work plan to MTC at the Planning and Operations Committee on January 14, 2005.

Recommendation:

Recommend the STA Board approve the STA T-PLUS Work Plan for 2005.

Attachment:

- A. Proposed T-PLUS Work Plan for 2005

**Solano Transportation Authority
Transportation Planning Land Use Solutions
Proposed Work Plan for 2005**

2004*	
October*	Coordinate countywide comments on ABAG Draft Projections 2005
December*	Call for TLC planning projects
2005	
January – March	<ol style="list-style-type: none"> 1. Complete the Alternative Modes Element of the Solano Comprehensive Transportation Plan update, including smart growth components such as: the new TLC Plan; update of the Countywide Bicycle Plan; and the Countywide Pedestrian Plan. 2. Complete new Multi-Modal Countywide Travel Demand Model (phase 1); fund and commence Phase 2 model (transit component) in 2005. 3. STA Board Awards TLC Planning Grants. 4. Review and Input on MTC's Transit Oriented Development (TOD) study.
April – June	<ol style="list-style-type: none"> 5. TLC Presentations to City Councils and Solano County Board of Supervisors. 6. Organize and co-host Transportation Land Use Conference with MTC, ABAG, BAAQMD, and YSAQMD. 7. Encourage/Support member agency applications for next cycle of MTC's Housing Incentive Program (HIP). 8. Initiate Congestion Management Program Update Regional Impact Fee Study.
July -December	<ol style="list-style-type: none"> 9. Encourage/Support member agency applications for next cycle of the Regional Transportation for Livable Communities (TLC). 10. Initiate an update of the Jepson Parkway Corridor Concept Plan once the Jepson Parkway EIR/S is completed.

* - Completed.

ONGOING I-PLUS EFFORT

- Expand EIR database for land use related projects for Solano County.
- Provide technical assistance and workshops for local jurisdictions to support development of TLC/HIP/Enhancements projects, applications and grant submittals.
- At the request of the local jurisdiction, review and provide suggested strategies on proposed new transportation-related projects of general plans, general plan amendments, vision plans, strategic plans, specific plans, transit-oriented developments and downtown revitalization/redevelopment plans.
- In conjunction with member agencies, work towards development of a standardized, countywide Geographic Information System (GIS) transportation-land use database in co-ordination with the countywide travel demand model.
- Identify/develop additional corridor transit services and identify additional opportunities for TLC projects and transit supportive land uses along those corridors (i.e. I-80, SR 29, SR 12 corridors.)
-



DATE: December 13, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/Director of Planning
Elizabeth Richards, SNCI Program Director
RE: STA, SolanoLinks, and SNCI Marketing Plan 2005 (Phase I)

Background:

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoLinks Transit program, and the Solano Napa Commuter Information (SNCI) Program. The STA has retained a consultant, Moore Iacofano Goltsman (MIG), for the past two years to assist in this effort. With the STA Board's approval, the existing contract has been amended once for a time extension and budget adjustment. The current contract expires June 30, 2005. The next major marketing effort will be advertised for a new consultant contract.

The STA strives to inform the public about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, and the media.

The STA also coordinates the marketing of SolanoLinks intercity transit services countywide. This effort has included the development and updating of the SolanoLinks brochure, wall maps, production of SolanoLinks bus passholders, and other activities. There has not been an identity or marketing of Solano Paratransit.

To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's Solano Napa Commuter Information (SNCI) program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

Discussion:

STA staff is working with MIG to develop an outline for a multi-year marketing plan for the STA as a whole and for STA managed programs including SolanoLinks, Solano Paratransit, and SNCI. The goal is to increase public awareness and to inform the public about the STA and these programs. Existing strategies will be reviewed and new marketing methods will be developed and implemented. One intercity transit route that

will receive initial focus will be Route 30 which serves Fairfield, Vacaville, Dixon, Davis, and Sacramento. Funding has already been allocated for marketing outreach for Route 30 and a new marketing effort will begin in early 2005.

MIG is in the process of developing a draft outline for the marketing plan. Input from the Consortium and TAC will be requested. Once approved, the marketing plan outline will be used to select a new marketing consultant. Staff will be requesting input and approval from the STA Board to authorize the release of a Request for Qualifications for a marketing contractor. The selection of the marketing contractor will be presented to both the Consortium and TAC for their review prior to consideration by the STA Board.

MIG has completed a number of projects under this contract. Some projects are in process nearing completion. STA staff would also like MIG to complete some new projects that need to be completed in early 2005. The current contract would need a financial amendment to complete these projects. The projects are listed on Attachment A. Funding for this amendment is already included in the STA budget from various sources.

Fiscal Impact:

The additional funding for the amended Scope of Services (\$84,000) is included in the approved FY2004-05 STA budget. The funds are a combination of STA Marketing, SolanoLinks Marketing and SNCI Marketing.

Recommendation:

Recommend the STA Board approve the following:

1. The proposed Marketing Plan Tasks (Phase I) for STA , SolanoLinks Transit, and SNCI as specified on Attachment A;
2. Amend the existing contract with MIG for an amount not to exceed \$84,000.

Attachment:

- A. Proposed Marketing Tasks (Phase I) and Amended Scope of Work with MIG
- B. Proposed Budget Amendment

Proposed Marketing Plan (Phase I) Tasks and Scope of Work

Projects:

STA – Overall Agency Products

- STA Agency brochure “Working for You”: Redesign, rewrite, print color brochure
- State legislative brochure: Redesign to be more user friendly. 16-page plus cover, color document with photos.
- Federal reauthorization booklet: Redesign to be more user friendly. 12-page plus cover, color document with photos.
- TEA-21 Reauthorization booklet: Redesign to more user friendly. 12-page plus cover, color document with photos.

SolanoLinks Intercity Transit

- Marketing RM 2 Service: Create marketing strategy to publicize new RM2 services rolling out in early Spring 2005.
- Rt. 30 Marketing: Beginning in Spring 2005, initiate bus “tour” to three destination cities and create publicity materials.
- Rio Vista Transit: Develop branding/marketing strategy for Rio Vista Transit and design/print initial materials to coincide with early Spring changes.

SNCI:

- Emergency Ride Home: Complete development of and launch countywide Emergency Ride Home program.
- Year-end employer/vanpool mailer: Develop mailer/calendar for SNCI client distribution.
- Bus wrap design: Design bus wrap.

Proposed Budget Amendment
for
MIG

Cost Breakdown:

STA/Solanolinks	\$62,000
<u>SNCI</u>	<u>\$22,000</u>
Total.....	\$84,000



DATE: December 14, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Daryl K. Halls, Executive Director
RE: Adoption of STA's 2005 Legislative Priorities and Platform

Background: Priorities

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 Legislative Priorities and Platform 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 Priorities and Platform 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. The draft 2005 Legislative Priorities and Platform was provided to the STA TAC and Transit Consortium on December 1, 2004 for review and comment and was reviewed by the STA Board on December 8, 2004. Staff has also distributed the document to member agencies, Solano County's federal and state legislative representatives, and other partner agencies for their review and comment.

Discussion:

Attached is the final draft of the STA's 2005 Legislative Priorities and Platform. In addition, a copy of the amended Platform has also been included to highlight recommended changes from last year. These additions have been noted in ***bold italics*** and recommended deletions with a ~~strikethrough~~. 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 are now reflected in the attached document:

5. Legislative Platform Item II.1. – The TAC and staff recommend 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.”

On December 8, 2004, the STA Board reviewed the proposed 2005 STA Legislative Priorities and Platform and recommended it be distributed for review and comment. Comments and proposed amendments to the draft 2005 STA Legislative Priorities and Platform are requested by January 5, 2005, so that they can be included with the board packet for the STA Board meeting scheduled for January 12, 2005.

Recommendation:

Recommend the STA Board approve the Draft STA 2005 Legislative Priorities and Platform.

Attachment:

- A. Draft STA 2005 Legislative Priorities and Platform (dated 12/9/04)
- B. Draft STA 2005 Legislative Priorities and Platform with Italics and Strikethroughs

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

Solano Transportation Authority
Proposed 2005 Legislative Priorities and Platform
(Updated 12/9/04)

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue project funding for:
 - a. I-80/I-680/SR 12 Interchange *
 - b. Jepson Parkway Project*
 - c. Vallejo Intermodal Station*
 - d. Vallejo Baylink Ferry Service
 - e. Fairfield/Vacaville Intermodal Station*
 - f. Capitol Corridor Rail Service and track improvements throughout Solano County
 - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.
7. Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.

** Federal Priority Projects*

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

I. Air Quality

1. Support use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Monitor and review approval of the 2004 Ozone Attainment Plan by EPA.
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

1. Support revised guidelines to provide more flexible ADA access to trails, bike routes and transit.

III. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Monitor legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

IV. Congestion Management

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

V. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support efforts to pass a new federal transportation reauthorization bill that maintains the funding categories and flexibility of TEA 21, provides a higher level of overall transportation funding, and provides a fair share return of funding for California.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

VI. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

VII. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

VIII. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or *timesavings* to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2004 ballot.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

X. Ferry

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1st and 2nd Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. Support the implementation of expanded Vallejo Baylink ferry and countywide express bus service funded from the “3rd Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.
3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

XI. Safety

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

XII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.
6. Support efforts to change Title 23 restrictions pertaining to use of bridge toll revenues for federalized bridges for transit operations.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

Solano Transportation Authority
Proposed 2005 Legislative Priorities and Platform
 (Updated 12/9/04) with *italics and strikethroughs*

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue project funding for:
 - a. I-80/I-680/SR 12 Interchange *
 - b. Jepson Parkway Project*
 - c. Vallejo Intermodal Station*
 - d. Vallejo Baylink Ferry Service
 - e. Fairfield/Vacaville Intermodal Station*
 - f. Capitol Corridor Rail Service and track improvements throughout Solano County
 - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. Monitor the progress of the \$3 bridge toll, and support the passage *implementation* of Regional Measure 2 ~~scheduled for the March 2004 ballot~~. *funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.*
7. *Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.*

* *Federal Priority Projects*

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

I. Air Quality

1. Sponsor **Support** use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Monitor and review approval of the 2004 Ozone Attainment Plan by EPA.
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

1. ~~Encourage new or~~ **Support** revised guidelines to provide more flexible ADA access to trails, bike routes and transit.

III. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Monitor legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

IV. Congestion Management

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

V. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

VI. *Funding*

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support efforts to pass a new federal transportation reauthorization bill *that maintains the funding categories and flexibility of TEA 21, provides a higher level of overall transportation funding, and provides a fair share return of funding for California.*

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

VI. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

VII. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

VIII. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2004 ballot.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

X. *Ferry*

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1st and 2nd Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. ~~Advocate for sufficient State~~ ***Support the implementation of expanded*** operating and capital for Vallejo Baylink ferry and countywide express bus ***service funded*** from the ~~proposed~~ “3rd Dollar” Bridge Toll (Measure 2) program ***and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.*** ~~–in amounts sufficient in order to maintain and expand Vallejo Baylink ferry and express bus operations and fund Intermodal stations in support of this service.~~
3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

XI. *Safety*

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

XII. *Transit*

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. ~~Due to the elimination/reduction of Federal transit operating subsidies, s~~ Support legislation *efforts* to also eliminate or ease Federal requirements and regulations regarding *the use of federal transit funds for transit operations in large UZAs.*
6. Support efforts to change Title 23 restrictions *pertaining to use of bridge toll revenues for federalized bridges for transit operations.* ~~on use of toll bridge funds for operations.~~
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues ~~such as gasoline sales taxes, etc.,~~ to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.



DATE: December 14, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Funding the Alternative Modes Element of the Comprehensive Transportation Plan (CTP)

Background:

The Solano Comprehensive Transportation Plan (CTP) was approved 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 Corridor Study, the I-80/680/780 Transit Corridor Study, the Senior and Disabled Transit Study, the Countywide Bicycle Plan, Countywide 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 listed above has provided more comprehensive and current project costs for each of the three elements. Based upon current estimates, 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 dollar shortfall.

The Alternative Modes Element consists of five components:

- Ridesharing
- Transportation for Livable Communities Plan
- Countywide Bicycle Plan
- Countywide Pedestrian Plan
- Air Quality and Alternative Fuels Infrastructure

The total cost to implement the projects proposed in the updated Alternative Modes Element of the CTP is estimated to be about \$180 million. With approximately \$95 million of Alternative Mode funds expected over the next 25 years, there is estimated to be approximately \$85 million of shortfall for alternative modes in 2004 dollars. If more of the STA's discretionary funds (such as TFCA and YSAQMD clean air funds) were designated for alternative modes, this shortfall could be reduced accordingly.

Discussion:

Traditionally six major fund sources have been available for funding the types of projects identified in the Alternative Modes Element including:

- Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Federal Transportation Enhancements (TE)
- Regional Transportation for Livable Communities/Housing Incentive Program
- Transportation Fund for Clean Air Programs (Regional and County TFCA Programs and YSAQMD Clean Air Program)
- State Competitive Grants (Environmental and Enhancements Mitigation Program, Bicycle Transportation Account, State Recreational Trails Program and Safe Routes to Schools)
- Local (including funds from Gas Tax, Transportation Development Act (TDA), local impact fees, redevelopment, and General Fund)

In the past few years, three additional fund sources have been approved that provide funding for some specific types of projects identified in the Alternative Modes Element of the CTP (some of the sources combine traditional fund sources listed above such as CMAQ and TE). These new programs include:

- County Transportation for Livable Communities (TLC) Program – provides funding to each of the congestion management agencies for TLC capital projects in each of the nine Bay Area counties.
- Transportation and Land Use Solutions Program (T-PLUS) – provides planning funds to each of the congestion management agencies to provide technical support and workshops for member agencies to support development of TLC/HIP/Enhancements projects, applications and grant submittals
- Regional Bicycle/Pedestrian Program – provides funding for priority bicycle and pedestrian projects that are included in the MTC Regional Bicycle Plan.

The programs listed above have traditionally provided significant amounts of transportation funding for Alternative Modes projects in Solano County and will continue to provide significant funding over the next 25 years. The programs that have provided the most funding for alternative modes over the past six years, plus the sources recently established are described in Attachment C.

NEXT STEPS

The updated CTP will identify a number of critical transportation improvements from the Alternative Modes Element ranging from major TLC projects and priority bicycle projects to local pedestrian projects. Recent decisions by the Metropolitan Transportation Commission will result in large increases in regional funding for countywide bicycle and pedestrian projects and Transportation for Livable Communities (TLC) projects. With the recent completion of the Countywide Transportation for Livable Communities Plan, Countywide Bicycle Plan and the Countywide Pedestrian Plan, STA member agencies are in a very good position to compete for new regional funding.

In order to facilitate and accelerate the implementation of high priority projects in the Alternative Modes Element of the CTP, the STA Board, with assistance from the TAC, Transit Consortium, Bicycle Advisory Committee and Pedestrian Advisory Committee,

will need to development short term and long term funding strategies for priority projects based on the project and program priorities identified in the updated CTP.

Recommendation:

Informational.

Attachments:

- A. Alternative Modes Element Shortfall from the Draft CTP Update
- B. Alternative Modes Funding Opportunities
- C. Descriptions of Alternative Modes Funding Sources

Solano Comprehensive Transportation Plan 2030 Prelim. Funding Needs
 (All costs in millions of 2004 dollars - Revised on 10-13-04)

PROJECT/PROGRAM	Total	Commit Funding	T-2030		Propo. Big Tent Funds
	Costs (remain.)		Track 1 Funds	Short-Fall	
TRANSIT ELEMENT					
Expanded Express Bus (Cap. and Op.)	152.5	82.5	5.0	65.0	98.0
Vallejo Transit Capital Replacement	43.4	43.4		0.0	
Train Stations and Track Improvements	58.0	30.0	10.0	18.0	
Sac-Rich.-Oak. Commuter Rail (sBART) (Cap/Op.)	181.0	0.0		181.0	113.0
Vallejo Baylink Ferry Service (Cap.)	180.1	130.1		50.0	50.0
Senior and Paratransit Expan. (cap. and op.)	127.0	0.0		127.0	105.0
Sub Total	742.0	286.0	15.0	441.0	366.0
ARTERIALS, HIGHWAYS & FREEWAYS ELEMENT					
I-80/I-680/SR 12 Interchange	769.0	147.7	159.8	461.5	250.0
Jepson Parkway Project	70.4	22.2	43.0	5.2	
SR 12 (Jameson Canyon ²)	51.1	6.1	45.0	45.0	20.0
I-80 Widening (Vacaville to Dixon)	-	-			
I-80 Corridor Improvements (Segments 4, 6, & 7)³	-	-			
I-80/680/780 Corridor Improve. (Mid term)	357.3	8.0	88.4	269.0	269.0
I-80/680/780 Corridor Improve. (Long term)	709.0	8.0		701.0	89.0
Local Interchange Improvements	418.0	0.0	2.0	416.0	
STP Planning Funds for County	8.9	8.9		-	
Widen SR 37 to 4 lanes with mitigation	154.5	-		154.5	
SR 12 capacity Improvements (I-80 to Sac. River)	105.0	0.0	3.4	101.6	55.0
SR 113 (I-80 to SR12)	50.0	-		50.0	
I-80 HOV Lanes (I-680 to I-505)	-	-			
I-80 and/or I-680 HOV Lane Projects	-	-			
Road maintenance (regional roads - MTS)	43.6	43.6			
Road Maintenance (all local roads - non MTS)	918.9	324.2	41.0	553.7	210.0
SR 12 Safety Projects (I-80 to Sac. River)	42.6	36.0	6.6	-	
Safety Projects	100.0	-	3.0	97.0	25.0
Local Arterial Improvements	339.4	29.6		309.9	
Sub Total	4137.7	634.2	392.2	3164.4	918.0
ALTERNATIVE MODES ELEMENT					
Bicycle Improvements	56.0	19.5	2.3	34.2	
Pedestrian Improvements	25.0	3.0	2.0	20.0	
Park-and-Ride Lots	13.0	-	3.0	10.0	
Ridesharing Program	17.5	17.5		0.0	
County TLC / Enhancements Program	68.0	40.0	7.5	20.5	
Sub Total	179.5	80.0	14.8	84.7	0.0
Local Projects					140.0
Total	5059.2	1000.2	422.0	3637.1	1424.0

Solano Transportation Authority
Comprehensive Transportation Plan - Alternative Modes Funding Opportunities

TLC Element of the Comprehensive Transportation Plan Update	Available Funding Source for TLC, Bikes, Pedestrian						STA Discretionary						Total of available funding from specified sources	Other Potential Funding Sources for Alternative Modes
	Estimated Cost	Local Match	Regional Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP)*	Countywide Transportation for Livable Communities (TLC) Program	Transportation Planning Land Use Program(T-Plus)	Transportation Development Act (TDA) Article 3	Regional Bike/Ped Program	Transportation Enhancements (TE)	Congestion Mitigation Air Quality (CMAQ) Funds	Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air Program (TFCA) Program Manager Funds	Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds	Total of available funding from specified sources		
Plans Identifying the Projects	N/A		\$500,000	\$500,000	\$25,000 annually	\$230,000-250,000 (\$240,000 used for calculation)	\$480,000 75% countywide 25% regional	Approximately \$600,000+ annually	Eastern CMAQ \$1,000,000 annually to smart growth, bikes, peds	\$100,000/yr to smart growth, bikes, peds	\$ 53,175,000	MTC Housing Incentive Program		
Countywide Bicycle Plan	\$63 mil.		\$7,500,000	\$7,500,000	\$375,000	\$3,600,000	\$7,200,000	\$ 9,000,000	\$15,000,000	\$1,500,000	\$ 53,175,000	Bicycle Transportation Account		
Countywide Pedestrian Plan	\$56 mil.		\$4,500,000	\$4,500,000	\$225,000	\$2,160,000	\$4,320,000	\$ 5,400,000	\$9,000,000	\$900,000	\$ 31,905,000	Environmental Mitigation Program (EEM)		
Total of 30 -Year Targets Combined	\$144 mil.		\$15,000,000	\$15,000,000	\$750,000	\$7,200,000	\$14,400,000	\$ 18,000,000	\$30,000,000	\$3,000,000	\$ 54,000,000	Bay Trail Program Prop 12 and 40		
								\$52,350,000		\$ 54,000,000	\$ 106,350,000			

Assumed for 2005-06 out to 2035
* Competitive Grant Program - Denotes Solano County's historic average/population share

Alternative Modes Funding Sources

FEDERAL CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)
 Since 1998, the STA has programmed federal Congestion Mitigation and Air Quality Program (CMAQ) funds under the regional guidelines set by the Metropolitan Transportation Commission (MTC) for the Bay Area's nine county region. During this timeframe, the STA allocated these federal funds for corridor management projects, ridesharing, and bicycle projects. CMAQ funds are only authorized for use on non-highway transportation projects. Because Solano County is located in two air quality districts (BAAQMD and YSAQMD), Solano County also annually receives Eastern CMAQ funds. Alternative Modes projects that have been funded with CMAQ funds since 1998 include:

- Solano Napa Commuter Information Program (STA)
- Dixon-Davis Bike Route (Solano unincorporated area)
- Sereno Transit Center (City of Vallejo)
- Fairfield Transportation Center (Phase 2)
- Park Road Bike Route (City of Benicia)
- Ulatis and Alamo Creek Bicycle Routes (City of Vacaville)
- Bella Vista Park and Ride Lot (City of Vacaville)

FEDERAL TRANSPORTATION ENHANCEMENTS PROGRAM (TE)

Federal Transportation Enhancements are intended to provide funding for bicycle, pedestrian, transit, public art or historic projects linked to transportation. Alternative mode projects that have been funded with federal transportation enhancement funds since 1998 include:

- Dixon Downtown Streetscape
- Rio Vista Riverfront gateway
- Solano County – Fairfield Area School Pedestrian Project
- Suisun City Jepson Parkway Bikeway
- Suisun City Central County Bikeway
- Vacaville Alamo Creek Bike route
- Vallejo Solano Bikeway

Projects that are included in the recently approved Transportation for Livable Communities Plan (TLC), Countywide Bicycle Plan and Countywide Pedestrian Plan will be eligible to receive these funds. Alternative Modes projects that are ready for preliminary engineering, environmental, design and/or construction are eligible for these funds.

The STA has delayed allocating approximately \$1.629 million of Transportation Enhancements (TE) funds until the countywide bicycle, pedestrian and TLC plans were completed. A call for TE projects is expected to be made in January 2005 with the next projects to be approved by the STA Board as soon as March 2005.

REGIONAL TRANSPORTATION FOR LIVABLE COMMUNITIES/HOUSING INCENTIVE PROGRAM (TLC/HIP)

The Regional TLC/HIP Program funds bicycle, pedestrian, transit and downtown streetscape projects that enhance community vitality. Solano County projects that have been funded with Regional Transportation for Livable Communities Program funds since 1998 include:

- Jepson Parkway Concept Plan
- Suisun City Main Street (Phase 1)
- Rio Vista Main Street/Waterfront
- Vallejo Georgia Street Extension
- Jepson Parkway Bike Route (Suisun City)
- Suisun City Driftwood Drive Pedestrian Project
- Vacaville Davis Street Gateway and Pedestrian project
- Vallejo Sereno Bus Transit Center/Affordable Housing Project

In the STA's new Transportation for Livable Communities (TLC) Plan, adopted by the STA Board on October 13, 2004, approximately 26 projects were identified as candidates for TLC funding.

TRANSPORTATION FUND FOR CLEAN AIR PROGRAMS (Regional and County TFCA Programs and YSAQMD Clean Air Program)

Clean Air Programs are funded from a \$4 surcharge on vehicle license fees. Eligible projects must reduce air emissions. Alternative Modes projects that have been funded since 1998 with these funds include:

- Solano Napa Commuter Information Program
- Central County Bikeway (Suisun City)
- Dixon-Davis Bicycle Route (Solano County)
- Solano Bikeway (Vallejo)
- Green Valley Road Bikeway (Solano County)
- North Texas Street Traffic Signal Pre-emption (Fairfield)
- Route 30 Bus Route (Fairfield-Vacaville-Dixon-Davis-Sacramento)
- Electric charging stations

STATE COMPETITIVE GRANTS (Environmental Enhancements and Mitigation Program, Bicycle Transportation Account and State Recreational Trails Program)

These are special purpose grants awarded on a statewide competitive basis for projects such as bike routes, pedestrian trails, landscaping and open space acquisition.

Alternative Modes projects that have been funded since 1998 with these funds include:

- Suisun City Central County Bikeway (BTA and State Recreational Trails Program)
- Dixon-Davis Bicycle Route (BTA)
- Solano Bikeway (EEM)

STA monitors each of these funding sources and encourages member agencies to apply for grants for those projects that they may be the most successful candidates.

LOCAL FUNDS

Local funds used for typical projects in the Alternative Modes Element of the CTP have historically been gas tax, TDA (funds not needed for transit), local impact fees, redevelopment funds and general fund revenues. Due to the state budget problems and its ripple effect upon local budgets and the economy, these traditional sources of revenues for alternative mode projects have diminished. As the demands for these types of local revenues continues, the ability of local agencies to provide significant local matching funds for individual projects may be difficult.

COUNTY TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM

Over each of the next 25 years, STA member agencies are expected to receive an average of about \$500,000 each year to fund the County Transportation for Livable Communities program beginning in 2006-07. This program is funded with a combination of federal Transportation Enhancements (TE) and federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. As soon as a number of TLC planning projects are completed and enough projects are ready to proceed into construction, STA plans to make a call for projects and approve funding for three years of programming (FY's 06-07 through 08-09) from this program (about \$2.289 million).

TRANSPORTATION AND LAND USE SOLUTIONS PROGRAM (T-PLUS) – In 2003, STA and the other Bay Area congestion management agencies were very successful in getting MTC to create this program to provide planning funds to each of the congestion management agencies to provide technical support and workshops for member agencies to support development of TLC/HIP/Enhancements projects. Beginning in 2003-04, STA began receiving \$150,000 a year of T-PLUS funds. The major use of these funds include:

- Develop TLC Program Guidelines
- Develop Countywide Transportation for Livable Communities Program including new and revised TLC candidate projects
- Fund a planner to assist in administering of the Countywide TLC Program, CTP update and serve as a liaison to the MTC TLC/HIP program
- Serve on the MTC TLC/HIP and Transportation/Land Use T-LU Task Forces
- Co-ordinate countywide comments on regional projections for population, housing and jobs and integrate into countywide travel demand model
- Develop countywide bicycle plan and countywide pedestrian plan.
- Develop and distribute a best practices “toolkit” to promote and implement downtown and station-oriented developments, station plans and multi-modal corridors in Solano County.

REGIONAL BICYCLE/PEDESTRIAN PROGRAM - MTC's Regional Transportation Plan (T-2030) commits \$200 million to the Regional Bicycle/Pedestrian Program over the next 25 years. During the past three years, the TAC, Bicycle Advisory Committee and the Pedestrian Advisory Committee have developed priority bicycle and pedestrian projects that are included in the MTC Regional Bicycle Plan. MTC currently has an \$8 million “Call for Projects” for the regionally competitive portion of the Regional Bicycle/Pedestrian Program. In addition, starting in 2007-08, approximately \$500,000 a

year will be provided directly to STA member agencies for countywide bicycle/pedestrian projects. Priority projects that have been identified in the STA's countywide bicycle and pedestrian plans and are eligible for these funds include:

Bicycle:

- State Park Road I-780 Overcrossing (Benicia)
- Central County Bikeway Gap Closure (Suisun City)
- Solano Bikeway Extension (Phase 2) (Fairfield)
- Jepson Parkway Bikeway (multi-jurisdictional)

Pedestrian:

- State Park Road I-780 Overcrossing (Benicia)
- Ferry Station Pedestrian and Streetscape Enhancements (Vallejo)
- Jepson Parkway (multi-jurisdictional)
- West Texas Street Urban Village (Fairfield)
- Union Avenue to Main Street Streetscape Enhancements (Fairfield, Solano County, Suisun City)
- Driftwood Drive Pedestrian Project (Suisun City)
- Creekwalk Extension to McClellan Street (Vacaville)
- Multimodal Transportation Center (Dixon)
- Waterfront Plan and Improvement Project (Rio Vista)



DATE: December 14, 2004
TO: SolanoLinks Intercity Transit Consortium
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 are 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.

Like any new multi-regional model of this magnitude and complexity, refinements have been made during the past few months to make sure that the base year validation and projected traffic volumes for the major gateways and corridors of Solano County are sufficiently accurate to meet MTC and Caltrans conformity standards.

Joe Story of DKS Associates will make a presentation at the December 22, 2005 STA TAC meeting to provide the basic validation numbers for the base year traffic model (year 2000) as well to present projected volumes for the new model.

Staff has encouraged each TAC and/or TAC Model Member to discuss the model with their STA Board member. Based upon a favorable recommendation from the STA TAC (currently scheduled for January 26, 2005), the final model (including all technical data) is scheduled to be presented at the STA Board meeting on February 9, 2005.

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

See Attachment A for 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 2000 Land Use Comparison By Jurisdiction and Counties
- C. Year 2030 Land Use Comparison By Jurisdiction (Solano County)

MEMORANDUM

TO: Dan Christians, Solano Transportation Authority
FROM: Joe Story
DATE: November 30, 2004
SUBJECT: Update on Development of the Solano/Napa Model P/A No. 02306

Status to Date

The development of the Solano/Napa travel model has been underway since January of 2003. The travel model is designed to replicate the super-regional travel behavior that occurs in Solano and Napa counties, which are situated between the Bay Area, the Sacramento region, San Joaquin County and Lake County. These movements are particularly critical to understand as specialists develop forecasts for future conditions; the rapid growth in each county and region will create changes in travel patterns in the future and these changes also need to be understood. As the travel movements between the counties and these areas have not been adequately examined in any prior countywide or regional model, this model represents a new approach to the inter-regional forecasting trends.

Development of the base year and forecast year traffic forecasts has been an interactive process with the Model Technical Advisory Committee. Through this process, we have been able to jointly study regional traffic issues, as well as focus on local traffic movements in and around Solano County communities.

In September, DKS provided a summary of the project. Since then, some key refinements have been in development in an effort to improve the model, such as:

Land Use Data. Part of the unique design of this model is to use local land use data for trip generation inputs in both Solano and Napa counties. Because each jurisdiction inventories land uses according to different categories, a unique conversion system for trip generation for each jurisdiction was developed. In reviewing estimated traffic volumes, the allocation and magnitude of some of the land uses and their associated trip generation rates have had to be revisited. For



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example, local colleges in Solano and Napa Counties have different traffic patterns when compared to other Bay Area universities.

Roadway Networks. Originally built upon roadway networks from the prior model within Solano County, the Model Technical Advisory Committee has more closely evaluated roadway segments to more closely verify that the correct speeds and number of lanes are being assumed for both the base and future year roadway networks. For example, rural roadway speeds have been increased to reflect the ability to travel on these faster than the prior model assumed.

Upcoming Tasks

In order to provide the model consultant staff additional resources to document the model findings, as well as provide additional resources to answer questions and make further adjustments in the next few months, the following tasks have been developed.

Prepare Revalidated Base Year Model. DKS team will revalidate the travel model, based upon the review and direction of the Model Technical Advisory Committee. A revalidated model is anticipated to be presented on December 16th.

Prepare Final Phase 1 Forecasts. Once the base year model is accepted, the DKS team will continue finalize the forecasts. The Model Technical Advisory Committee has already reviewed the project changes and examined draft forecasts, so this work should be ready in December, shortly after the revalidated model is accepted.

Submit Documentation on Phase 1 Highway Model. DKS will continue to work to complete the model documentation. DKS has outlined this documentation, and continues to develop detailed explanations of the model content.

Meetings/Administration. DKS will be presenting the Phase 1 Model to the STA Technical Advisory Committee, the Arterials, Highways and Freeways Committee, the Solano Transportation Authority Board, and the Napa County Transportation Planning Agency Technical Advisory Committee. DKS will also meet with Caltrans and MTC as requested to discuss the model development effort. The STA Board adoption is proposed on February 9, 2005.

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ATTACHMENT B

YEAR 2000 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Benicia			10,352	26,928	2,070	1,860	4,750	90	2,900		11,670
ABAG (Proj 2003)											
Local Data	6,620	3,133	9,753	25,275	1,553	2,119	3,163	0	2,356	1,684	10,876
Difference			-599	-1,653	-517	259	-1,587	-90	1,140		-794
Difference %			-5.8%	-6.1%	-25.0%	13.9%	-33.4%	-100.0%	39.3%		-6.8%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Dixon			5,102	16,180	760	950	610	900	1,440		4,660
ABAG (Proj 2003)											
Local Data	4,313	750	5,063	16,050	589	973	642	1,052	1,579	106	4,940
Difference			-39	-130	-171	23	32	152	244		280
Difference %			-0.8%	-0.8%	-22.5%	2.4%	5.2%	16.9%	17.0%		6.0%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Fairfield			30,995	96,545	8,640	9,000	22,400	480	1,640		42,160
ABAG (Proj 2003)											
Local Data	22,471	9,564	32,035	101,020	8,204	11,192	22,297	0	1,593	504	43,791
Difference			1,040	4,475	-436	2,192	-103	-480	458		1,631
Difference %			3.4%	4.6%	-5.0%	24.4%	-0.5%	-100.0%	27.9%		3.9%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Rio Vista			1,940	4,715	570	530	800	160	20		2,080
ABAG (Proj 2003)											
Local Data	1,387	232	1,619	4,158	208	321	356	6	329	18	1,239
Difference			-321	-557	-362	-209	-444	-154	327		-841
Difference %			-16.6%	-11.8%	-63.5%	-39.4%	-55.5%	-96.1%	1636.9%		-40.4%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vacaville			28,351	89,304	6,000	6,710	9,220	220	3,320		25,470
ABAG (Proj 2003)											
Local Data	22,064	6,180	28,245	88,980	6,446	6,560	9,900	0	3,079	733	26,718
Difference			-106	-324	446	-150	680	-220	492		1,248
Difference %			-0.4%	-0.4%	7.4%	-2.2%	7.4%	-100.0%	14.8%		4.9%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vallejo			40,608	119,917	7,120	8,180	12,510	80	4,320		32,210
ABAG (Proj 2003)											
Local Data	26,976	13,016	39,992	117,995	7,037	8,759	8,851	0	2,992	1,137	28,776
Difference			-616	-1,922	-83	579	-3,659	-80	-191		-3,434
Difference %			-1.5%	-1.6%	-1.2%	7.1%	-29.3%	-100.0%	-4.4%		-10.7%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Suisun City			8,158	26,640	780	1,540	1,040	420	220		4,000
ABAG (Proj 2003)											
Local Data	6,167	1,319	7,485	24,439	1,089	680	374	0	167	126	2,436
Difference			-673	-2,201	309	-860	-666	-420	73		-1,564
Difference %			-8.2%	-8.3%	39.6%	-55.8%	-64.0%	-100.0%	33.0%		-39.1%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Solano Unincorporated			4,897	14,313	190	20	10	680	60		960
ABAG (Proj 2003)											
Local Data	3,887	17	3,905	11,485	184	410	144	131	457	9	1,334
Difference			-992	-2,828	-6	390	134	-549	405		374
Difference %			-20.3%	-19.8%	-3.3%	1951.2%	1339.2%	-80.8%	675.8%		39.0%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
SOLANO COUNTY			130,403	394,542	26,130	28,790	51,340	3,030	13,920		123,210
ABAG (Proj 2003)											
Local Data	93,886	34,211	128,097	389,402	25,310	31,015	45,726	1,189	12,551	4,317	120,109
Difference			-2,306	-5,140	-820	2,225	-5,614	-1,841	2,948		-3,101
Difference %			-1.8%	-1.3%	-3.1%	7.7%	-10.9%	-60.7%	21.2%		-2.5%

YEAR 2000 LAND USE COMPARISON BY COUNTY

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA COUNTY											
ABAG (Proj 2003)			45,402	124,279	11,640	24,320	12,630	5,530	12,720		66,840
Local Data	38,965	7,322	46,287	125,000	11,667	25,646	11,610	5,385	9,957	2,490	66,756
Difference			885	721	27	1,326	-1,020	-145	-273		-84
Difference %			1.9%	0.6%	0.2%	5.5%	-8.1%	-2.6%	-2.1%		-0.1%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
SOLANO COUNTY											
ABAG (Proj 2003)			130,403	394,542	26,130	28,790	51,340	3,030	13,920		123,210
Local Data	93,886	34,211	128,097	389,402	25,310	31,015	45,726	1,189	12,551	4,317	120,109
Difference			-2,306	-5,140	-820	2,225	-5,614	-1,841	2,948		-3,101
Difference %			-1.8%	-1.3%	-3.1%	7.7%	-10.9%	-60.7%	21.2%		-2.5%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA + SOLANO											
ABAG (Proj 2003)			175,805	518,821	37,770	53,110	63,970	8,560	26,640		190,050
Local Data	132,851	41,533	174,384	514,402	36,978	56,661	57,336	6,575	22,508	6,807	186,864
Difference			-1,421	-4,419	-792	3,551	-6,634	-1,985	2,675		-3,186
Difference %			-0.8%	-0.9%	-2.1%	6.7%	-10.4%	-23.2%	10.0%		-1.7%

YEAR 2000 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Napa											
ABAG (Proj 2003)			28,073	75,940	8,260	12,310	6,150	710	4,230		31,660
Local Data	22,901	5,020	27,921	76,156	7,753	11,421	5,928	1,238	2,018	2,490	30,849
Difference			-152	216	-507	-889	-222	528	278		-811
Difference %			-0.5%	0.3%	-6.1%	-7.2%	-3.6%	74.4%	6.6%		-2.6%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Napa Unincorporated											
ABAG (Proj 2003)			17,329	48,339	3,380	12,010	6,480	4,820	8,490		35,180
Local Data	16,064	2,302	18,366	48,844	3,914	14,225	5,681	4,147	7,939	0	35,906
Difference			1,037	505	534	2,215	-799	-673	-551		726
Difference %			6.0%	1.0%	15.8%	18.4%	-12.3%	-14.0%	-6.5%		2.1%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA COUNTY											
ABAG (Proj 2003)			45,402	124,279	11,640	24,320	12,630	5,530	12,720		66,840
Local Data	38,965	7,322	46,287	125,000	11,667	25,646	11,610	5,385	9,957	2,490	66,756
Difference			885	721	27	1,326	-1,020	-145	-273		-84
Difference %			1.9%	0.6%	0.2%	5.5%	-8.1%	-2.6%	-2.1%		-0.1%

ATTACHMENT C

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)											
Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Benicia											
ABAG (Proj 2003)			11,980	31,200	3,480	3,560	7,240	120	5,060		19,460
Local Data Data	8,186	3,756	11,942	31,466	1,536	2,157	7,658	0	6,851	1,675	19,878
Difference			-38	266	-1,944	-1,403	418	-120	3,466		418
Difference %			-0.3%	0.9%	-55.9%	-39.4%	5.8%	-100.0%	68.5%		2.1%
City of Dixon											
ABAG (Proj 2003)			10,860	34,300	1,180	1,910	1,410	950	1,920		7,370
Local Data	9,089	1,536	10,626	33,692	1,450	1,699	1,376	1,112	1,667	515	7,819
Difference			-234	-608	270	-211	-34	162	262		449
Difference %			-2.2%	-1.8%	22.9%	-11.0%	-2.4%	17.0%	13.7%		6.1%
City of Fairfield											
ABAG (Proj 2003)			47,180	144,700	14,200	17,050	31,760	520	3,640		67,170
Local Data	32,793	12,808	45,601	143,016	11,680	16,425	35,660	0	2,268	2,088	68,143
Difference			-1,579	-1,684	-2,520	-625	3,900	-520	716		973
Difference %			-3.3%	-1.2%	-17.7%	-3.7%	12.3%	-100.0%	19.7%		1.4%
City of Rio Vista											
ABAG (Proj 2003)			7,560	18,500	1,260	2,910	1,350	160	290		5,970
Local Data	7,921	1,162	9,084	23,332	1,094	1,639	2,596	10	2,254	16	7,609
Difference			1,524	4,832	-166	-1,271	1,246	-150	1,980		1,639
Difference %			20.2%	26.1%	-13.2%	-43.7%	92.3%	-93.8%	682.9%		27.5%
City of Vacaville											
ABAG (Proj 2003)			43,600	132,800	9,860	14,270	14,030	270	6,000		44,430
Local Data	40,217	2,352	42,569	137,467	10,742	11,468	19,439	0	5,039	837	47,525
Difference			-1,031	4,667	882	-2,802	5,409	-270	-123		3,095
Difference %			-2.4%	3.5%	8.9%	-19.6%	38.6%	-100.0%	-2.1%		7.0%
City of Vallejo											
ABAG (Proj 2003)			55,500	163,000	11,370	15,750	18,390	90	6,400		52,000
Local Data	38,532	16,362	54,894	164,401	14,353	12,940	13,565	0	9,446	3,413	53,718
Difference			-606	1,401	2,983	-2,810	-4,825	-90	6,459		1,718
Difference %			-1.1%	0.9%	26.2%	-17.8%	-26.2%	-100.0%	100.9%		3.3%
Suisun City											
ABAG (Proj 2003)			11,060	36,100	1,260	3,010	1,960	420	610		7,260
Local Data	8,891	2,064	10,955	35,246	2,591	1,292	845	0	208	1,251	6,188
Difference			-105	-854	1,331	-1,718	-1,115	-420	849		-1,072
Difference %			-0.9%	-2.4%	105.7%	-57.1%	-56.9%	-100.0%	139.2%		-14.8%
Solano Unincorporated											
ABAG (Proj 2003)			5,630	16,700	240	20	10	680	70		1,020
Local Data	4,756	17	4,773	13,945	203	505	96	84	340	5	1,234
Difference			-857	-2,755	-37	485	86	-596	276		214
Difference %			-15.2%	-16.5%	-15.4%	2426.4%	864.9%	-87.7%	393.7%		21.0%
SOLANO COUNTY											
ABAG (Proj 2003)			193,370	577,300	42,850	58,480	76,150	3,210	23,990		204,680
Local Data	150,386	40,058	190,444	582,566	43,649	48,126	81,235	1,205	28,075	9,801	212,115
Difference			-2,926	5,266	799	-10,354	5,085	-2,005	13,886		7,435
Difference %			-1.5%	0.9%	1.9%	-17.7%	6.7%	-62.5%	57.9%		3.6%

YEAR 2030 LAND USE COMPARISON BY COUNTY

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA COUNTY											
ABAG (Proj 2003)			57,230	153,400	14,650	34,040	15,840	6,030	18,430		88,990
Local Data	48,759	11,667	60,425	162,405	15,205	32,230	19,946	6,558	19,685	2,744	96,368
Difference			3,195	9,005	555	-1,810	4,106	528	3,999		7,378
Difference %			5.6%	5.9%	3.8%	-5.3%	25.9%	8.8%	21.7%		8.3%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
SOLANO COUNTY											
ABAG (Proj 2003)			193,370	577,300	42,850	58,480	76,150	3,210	23,990		204,680
Local Data	150,386	40,058	190,444	582,566	43,649	48,126	81,235	1,205	28,075	9,801	212,115
Difference			-2,926	5,266	799	-10,354	5,085	-2,005	13,886		7,435
Difference %			-1.5%	0.9%	1.9%	-17.7%	6.7%	-62.5%	57.9%		3.6%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA + SOLANO											
ABAG (Proj 2003)			250,600	730,700	57,500	92,520	91,990	9,240	42,420		293,670
Local Data	199,145	51,725	250,870	744,971	58,854	80,356	101,182	7,763	47,760	12,545	308,483
Difference			270	14,271	1,354	-12,164	9,192	-1,477	17,885		14,813
Difference %			0.1%	2.0%	2.4%	-13.1%	10.0%	-16.0%	42.2%		5.0%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Napa											
ABAG (Proj 2003)			36,260	95,400	10,370	17,950	7,860	770	7,890		44,840
Local Data	28,165	7,903	36,068	98,091	9,120	15,801	8,567	2,053	3,271	2,744	41,557
Difference			-192	2,691	-1,250	-2,149	707	1,283	-1,875		-3,283
Difference %			-0.5%	2.8%	-12.1%	-12.0%	9.0%	166.6%	-23.8%		-7.3%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Napa Unincorporated											
ABAG (Proj 2003)			20,970	58,000	4,280	16,090	7,980	5,260	10,540		44,150
Local Data	20,594	3,764	24,358	64,314	6,085	16,429	11,379	4,505	16,414	0	54,811
Difference			3,388	6,314	1,805	339	3,399	-755	5,874		10,661
Difference %			16.2%	10.9%	42.2%	2.1%	42.6%	-14.4%	55.7%		24.1%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
NAPA COUNTY											
ABAG (Proj 2003)			57,230	153,400	14,650	34,040	15,840	6,030	18,430		88,990
Local Data	48,759	11,667	60,425	162,405	15,205	32,230	19,946	6,558	19,685	2,744	96,368
Difference			3,195	9,005	555	-1,810	4,106	528	3,999		7,378
Difference %			5.6%	5.9%	3.8%	-5.3%	25.9%	8.8%	21.7%		8.3%



DATE: December 12, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Mike Duncan, Director for Projects
RE: Update of 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 Governor's apportionment.

Prior to the 2000 census, Santa Rosa was a small UZA and received an advance of funds from the Governor's apportionment. Santa Rosa then 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 (see Attachment A). Santa Rosa City Bus denied Caltrans' request based on their interpretation that the funds were a grant and not an advance of apportionment (see Attachment B).

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 transit agencies to pay a bill owed by Santa Rosa (see Attachment C).

Discussion:

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. Additionally, the STA, Napa County Transportation Planning Agency (NCTPA), Santa Clara Valley Transportation Authority (VTA), and Vallejo Transit have also sent letters to Caltrans strongly opposing this proposed plan.

As of December 10, 2004, MTC had not received a response from Caltrans regarding this issue. STA staff and our MTC Commissioner, Mayor Jim Spring, are continuing to work to address this issue.

Recommendation:
Informational.

Attachments

- A. Caltrans Letter to the City of Santa Rosa (January 27, 2004)
- B. City of Santa Rosa Reply Letter to Caltrans (February 18, 2004).
- C. Caltrans Letter to MTC (September 27, 2004)
- D. City of Vallejo Letter to Caltrans (December 10, 2004)

DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION MS 39
 1120 N STREET
 P. O. BOX 942874
 SACRAMENTO, CA 94274-0001
 PHONE (916) 654-8144
 FAX (916) 654-4816
 TTY (916) 653-4086



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January 27, 2004

Jeff Kolin, City Manager
 City of Santa Rosa
 P.O. Box 1678
 Santa Rosa, CA 95402

Dear Mr. Kolin:

This letter is a request for the City of Santa Rosa to repay funds that were advanced to Santa Rosa City Bus from Federal Transit Administration (FTA) Section 5307 funds that were administered through the California Department of Transportation (Department). The attached letter dated August 27, 2003, was sent to Robert Dunlavey, Director of Transit and Parking requesting repayment; however, we have not received a response. In addition, phone calls to Robert Dunlavey have not been returned. We are attempting to work out an equitable arrangement for repayment of these funds, and need your assistance.

The background is as follows. Prior to implementing changes as a result of the 2000 Census, Section 5307 funds for the Santa Rosa urbanized zone area (UZA) were administered through the Department. There were two applicants in the Santa Rosa UZA the Santa Rosa City Bus and Sonoma County Transit. The Department's policy is, that operators can advance funds against future apportionments when other operators "banked" all or a part of their apportionment for use in future years. From 1997-98 Federal Fiscal Year (FY) to 2001-2002 FY, funds were periodically advanced to both operators. In August 2001, this office notified Robert Dunlavey and Alan Cantrell, former Assistant General Manager, that Santa Rosa City Bus expenditures were considerably above what was submitted for planning purposes; and furthermore, there would be a deficit in the future. In June 2002, the Department placed a hold on the City of Santa Rosa and Sonoma County Transit's grants, because the combined total exceeded the amount available by \$1,490,209. The Department was reluctant to remove the hold but Robert Dunlavey expressed concern that the lack of funds would cause a severe fiscal impact, resulting in loss of transit services. The Department, whose mission is to improve mobility, removed the hold with the agreement from Robert Dunlavey and Alan Cantrell that the issue would be resolved.

Jeff Kolin
January 27, 2004
Page 2

Had the Santa Rosa UZA remained in the Governors' apportionment the Department would have reduced the Section 5307 allocation in the 2002-2003 FY to capture the advanced funds. This is not possible as the Santa Rosa UZA is now under the Metropolitan Transportation Commission: for administration of Section 5307 funds.

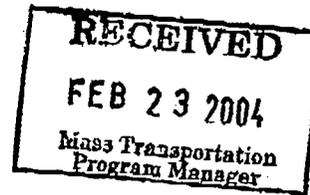
The funds that were advanced to projects for Santa Rosa City Bus belonged to other operators. It is not appropriate for those operators to receive a reduced apportionment based on the City of Santa Rosa's refusal to repay the funds. We are still willing to work with you and develop a repayment plan. Should you have further questions or concerns please contact me at (916) 654-8144 or e-mail Debbie_mah@dot.ca.gov

Sincerely,



DEBORAH A. MAH
Chief
Division of Mass Transportation

c: Robert Dumlavey, Santa Rosa City Bus
Therese W. McMillan, Metropolitan Transportation Commission



DEPARTMENT OF TRANSIT AND PARKING
 100 Santa Rosa Avenue
 Post Office Box 1678
 Santa Rosa, CA 95402-1678
 707-543-3325
 Fax: 707-543-3326

February 18, 2004

Ms. Deborah Mah, Chief
 Division of Mass Transportation
 Department of Transportation
 P.O. Box 942874
 Sacramento, CA 94274-0001

Dear Ms. Mah:

Jeff Kolin, Santa Rosa City Manager, has requested that I respond to your letter dated January 27, 2004, regarding Federal Transit Administration (FTA) Section 5307 grant funds received by Santa Rosa CityBus.

The City of Santa Rosa does not believe it is required to return any FTA grant funds that were administered through the Department of Transportation. There are no provisions in the grant contracts received by the City and approved by the FTA and the Department of Transportation that contained any payback requirements.

The Department of Transportation has also stated that the FTA apportionments are not exclusively available to each small urbanized area. To help meet the needs of agencies that have ready-to-fund projects, the Department would redirect funds to meet those needs. Over the last decade, on several occasions, the Department of Transportation has redirected funds within the Governor's apportionment to agencies with capital and planning needs that exceeded their annual apportionment and has not required repayment.

Additionally, the Department of Transportation has solicited ready-to-fund projects from agencies to ensure that all Section 5307 funds have been allocated for a fiscal year. The stated purpose was to ensure that the Section 5309 discretionary funds awarded to small UZA's would be released to those agencies. The City of Santa Rosa received additional funds subsequent to the Department of Transportation's solicitation of agencies to submit additional projects that were ready-to-fund. Our project ready status was not only beneficial to our project, but also to the agencies with pending Section 5309 projects.

Should there be some documentation, that we are unaware of, that demonstrates that we are required to repay any grant funds, please forward it for our review.

Sincerely,

Robert E. Dunlavey
 Director

Enclosure

c: Jeff Kolin, City Manager

DEPARTMENT OF TRANSPORTATION
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September 27, 2004

Steve Heminger, Executive Director
 Metropolitan Transportation Commission
 Joseph P. Bort Metro Center
 101 Eighth Street
 Oakland, CA 94607-4700

Attention: Therese W. McMillan

Dear Mr. Heminger:

Our previous correspondence dated June 16, 2003, requested a refund of the advance of \$1,490,209 made to the Santa Rosa urbanized area (UZA) when said UZA was included in the Governors apportionment. Metropolitan Transportation Commission (MTC) responded that it could not make the transfer without the concurrence of the eligible applicants in the current Santa Rosa UZA. This deficit adversely impacts all operators in the 31 UZAs in the present Governors apportionment.

Accordingly, the California Department of Transportation (Department) has developed a remedial plan that is believed to be in the best interest of all impacted transit operators Statewide. The Department will recover the advanced amount from allocations to the UZAs in the MTC region that are identified in the Governors apportionment: Fairfield, Gilroy, Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo. The recovery of Federal funds will occur over three federal fiscal years (FFY) as follows: FFY 2004-2005 and 2005-2006 \$ 500,000 will be deducted in each year, and FFY 2006-2007 \$490,209 will be deducted.

This remedy distributes the repayment over three years to reduce both the fiscal burden in any given year and the number of impacted transit operators. Should you have questions, please contact La Keda Johnson at (916) 657-4373.

Sincerely,

GALE OGAWA
 Acting Division Chief
 Division of Mass Transportation

cc: Kate Miller Metropolitan Transportation Commission
 Bryan Albee Sonoma County Transit
 Robert E. Dunlavey City of Santa Rosa

**Attachment 1: Caltrans Proposed Reduction to Recoup
Santa Rosa City Bus Advance**

Urbanized Area	Estimate FTA 5307 Apportionment			
	FY 2004-05	FY 2005-06	FY 2006-07	Total
<i>Caltrans Demand</i>	\$ 500,000	\$ 500,000	\$ 490,209	\$ 1,490,209
Vallejo	139,636	139,636	136,901	416,173
Fairfield	93,964	93,964	92,124	280,051
Vacaville	66,050	66,050	64,757	196,858
Napa	56,672	56,672	55,562	168,906
Livermore	55,414	55,414	54,328	165,155
Gilroy-Morgan Hill	46,892	46,892	45,973	139,757
Petaluma	41,373	41,373	40,563	123,309
Total	\$ 500,000	\$ 500,000	\$ 490,209	\$ 1,490,209

UA	2004-05		2005-06		2006-07	
	\$	%	\$	%	\$	%
Vallejo	2,994,128	28%	3,083,952	28%	3,176,471	28%
Fairfield	2,014,808	19%	2,075,252	19%	2,137,510	19%
Vacaville	1,416,281	13%	1,458,770	13%	1,502,533	13%
Napa	1,215,185	11%	1,251,640	11%	1,289,189	11%
Livermore	1,188,201	11%	1,223,847	11%	1,260,562	11%
Gilroy-Mor	1,005,470	9%	1,035,634	9%	1,066,703	9%
Petaluma	887,140	8%	913,755	8%	941,167	8%
Total	10,721,214	100%	11,042,850	100%	11,374,135	100%

DEC 13 2004



CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Engineering Division

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315
FAX (707) 648-4691

December 10, 2004

Ms. Gale Ogawa
Acting Program Manager
Caltrans, Division of Mass Transportation
1120 N Street
P. O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Distribution of Small UZA Funds in MTC Region

Dear Ms. Ogawa:

The City of Vallejo received a copy of a letter dated September 27, 2004 from the Department to the Metropolitan Transportation Commission (MTC). In this letter, the Department proposes to reduce the 2004/05, 2005/06 and 2006/07 Federal Transit Administration (FTA) Section 5307 allocations to operators in the Vallejo, Fairfield, Vacaville, Napa, Livermore and Gilroy/Morgan Hill Urbanized Areas in order to re-coup an advance which Caltrans made to an operator in the Santa Rosa Urbanized Area. The Department's proposal would reduce Vallejo's apportionment in the Vallejo Urbanized Area by an estimated \$416,173 over these three fiscal years.

While Vallejo understands the Department's frustration in addressing the \$1,490,209 advance issue with the Santa Rosa Urbanized Area, this proposal is unacceptable to Vallejo for the following reasons, many of which were identified in earlier protest letters by disaffected urbanized areas:

- The agreement for the advance was made solely between two parties – Caltrans and Santa Rosa City Bus. The Department should work directly with Santa Rosa City Bus to find a remedy.
- Santa Rosa City Bus was the sole beneficiary of the funds. No other operator, inside or outside of the Bay Area benefited from the transaction. Funds should be recovered from Santa Rosa City Bus, not other operators.
- Section 5307 funds are authorized and appropriated by Congress based on formulas attributed to each urbanized area. Therefore, the funds that were advanced to the Santa Rosa Urbanized Area should remain distinct from apportionments that are available to other urbanized areas.

Ms. Gale Ogawa, Acting Program Manager
Caltrans, Division of Mass Transportation
SUBJECT: Distribution of Small UZA Funds in MTC Region
December 10, 2004
Page 2 of 2

- Finally, the advance to Santa Rosa City Bus was made before Vallejo was designated with its own urbanized area after the 2000 census.

Vallejo respectfully requests that the Department withdraw this proposal and resolve this dispute directly with the beneficiary of this advance.

Sincerely,



MARK K. AKABA
Public Works Director

JH/scd

cc: Mayor and City Councilmembers
Otto Wm. Giuliani, Interim City Manager
John Harris, City of Vallejo
La Keda Johnson, Caltrans, Division of Mass Transit
Jim Spering, MTC Commissioner
STA Board of Directors
Daryl Halls, STA
Peter M. Cipolla, VTA
Marcella Rensi, VTA
Steve Heminger, MTC
Therese McMillan, MTC
Alix Bockelman, MTC
Kate Miller, MTC
Robert Dunlavey, Santa Rosa City Bus
Bryan Albee, Sonoma County Transit
Kevin Daughton, Fairfield-Suisun Transit
Barbara Duffy, Livermore Amador Valley Transit Authority
Trent Fry, City of Vacaville
Pete Engel, Napa County Transportation Planning Agency
Nina Rannells, Golden Gate Bridge, Highway & Transportation District
Carol Wilson, City of Benicia

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DATE: December 12, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Mike Duncan, Director for Projects
RE: Transportation Enhancement (TE) Programming

Background:

The 2004 State Transportation Improvement Program (STIP) includes \$3,398,000 in Transportation Enhancement funds for Solano County. Although TE funds may only be used for TE-eligible projects (e.g., bicycle, pedestrian, enhanced landscaping, etc.) in accordance with Federal guidelines, these are some of the only funds in the STIP that are available to counties.

TE funds may be programmed to specific projects or may be programmed as a Reserve Lump Sum if projects are not ready. Specific projects are subsequently identified in the fiscal year the TE funds are programmed. For Solano County, the 2004 STIP contains TE Reserve Lump Sum funds in FY 2005-06 through FY 2008-09 as follows:

	<u>FY04-05</u>	<u>FY05-06</u>	<u>FY06-07</u>	<u>FY07-08</u>	<u>FY08-09</u>
TE	\$0	\$1.629M	\$0.578M	\$0.590M	\$0.601M

Discussion:

In accordance with Federal statute, Transportation Enhancement funds may only be used on projects with a direct relationship to the intermodal transportation system, which consists of all forms of transportation in a unified, connected manner. The relationship may be one of function, proximity or impact. Federal statute lists the following twelve categories for eligible projects:

1. Facilities for pedestrians and bicycles.
2. Safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic and historic highway programs.
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures and facilities.
8. Preservation of abandoned railway corridors.
9. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Mitigation of water pollution due to highway runoff or reduced vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

Eligibility of projects has been interpreted broadly by Caltrans and the Federal Highway Administration (FHWA). If a project does not specifically “fit” one of the 12 categories, it may still be approved if strong reasons support inclusion as a TE project. In general, a TE project must have a direct relationship to the intermodal transportation system and is over and above (i.e., enhancements) what is required for a “normal” project.

With either of the programming methods previously mentioned (specific projects or Reserve Lump Sum) Senate Bill 45 (SB 45) requires that projects must be allocated in the fiscal year programmed. If a project fails to receive an allocation in the fiscal year programmed, the TE funds will return to the county in the next county share period.

The recently completed Bicycle Plan, Pedestrian Plan and the Solano County Transportation for Livable Communities (TLC) Program identify a large number of projects potentially eligible for TE funding. Due to the revised Project Delivery policy adopted by MTC in 2004, programming of specific projects for the \$1.629M in FY 2005-06 TE funds must commence in early 2005. Project documents are due to Caltrans no later than April 1, 2006 and environmental studies should be initially complete by June 30, 2005; therefore, early programming of specific projects will allow projects to receive allocations in accordance with SB 45.

A special meeting of the TAC will be scheduled in January to begin identifying projects eligible for TE funding.

Recommendation:
Informational.

Attachment

A. 2004 STIP for Solano County (approved by STA Board on April 14, 2004)

2004 State Transportation Improvement Program (STIP)
For Solano County

Solano Transportation Authority

(Approved by STA Board April 14, 2004)

Projects	2002 STIP				2004 STIP				Total	
	FY03/04	FY04/05	FY05/06	FY06/07	FY04/05	FY05/06	FY06/07	FY07/08		FY08/09
Planning, Programming & Monitoring (STA) Pending	75.0				75.0					75.0
Planning, Programming & Monitoring (MTC) Pending	26.0				26.0					26.0
Planning, Programming & Monitoring (STA)					50.0	51.0	51.0	51.0	120.0	323.0
Jepson Parkway between SR 12 and I-80	4,650.0						3,350.0			3,350.0
Jepson - Walters, Vanden & Leasure Town Roads		250.0		6,900.0						7,150.0
Jepson - Vanders		2,400.0	5,500.0				2,400.0	5,500.0		7,900.0
Jepson - Walters Extension			3,300.0						3,300.0	3,300.0
Road Rehabilitation (8 Separate Projects)										
- Benicia, West "K" Street Overlay (\$154K)				154.0						154.0
- Dixon, South Lincoln Street Overlay (\$105K)				105.0						105.0
- Fairfield, Hillborn Pavement Improvements (\$364K)				364.0						364.0
- Solano County, Various Roads Overlay (\$393K)				393.0						393.0
- Suisun City, Pavement Rehabilitation (\$140K)				140.0						140.0
- Vacaville, Nut Tree Road Resurfacing (\$342K)				342.0						342.0
- Vallejo, Lemon Street Rehabilitation (\$428K)				428.0						428.0
- Rio Vista, Front Street Rehabilitation (\$74K)				74.0						74.0
Fairfield Vacaville Rail Station	125.0	2,125.0					125.0	2,125.0		2,250.0
Bahia Viaduct	1,000.0							1,000.0		1,000.0
Benicia Intermodal Transportation Station	225.0	1,100.0					225.0	1,100.0		1,325.0
I-80/680/12 Interchange Improvements			7,200.0	4,535.0			2,000.0	3,500.0	2,900.0	3,012.0
Vallejo Station		1,200.0	3,000.0	3,100.0			1,200.0	3,000.0	3,100.0	7,300.0
Vallejo Ferry Maintenance Facility	425.0						425.0			425.0
CMAQ Match Reserve	178.0							178.0		178.0
SR 37 Mitigation Planning			428.0				428.0			428.0
Extend I-80 HOV from Carquinez Bridge to SR 29							1,500.0			1,500.0
Totals	6,704.0	7,075.0	19,428.0	16,335.0	151.0	5,954.0	19,154.0	14,531.0	10,332.0	50,142.0
"Fair-share" amount available to Solano County					1,481.0	14,331.0	12,124.0	11,882.0	10,324.0	
Yearly amount over (+) or under (-)					-1,330.0	-8,377.0	7,090.0	2,669.0	8.0	
Cumulative amount over or under					-1,330.0	-9,707.0	-2,677.0	-8.0	0.0	
TE - Reserve Lump Sum						1,629.0	578.0	590.0	601.0	3,398.0



DATE: December 12, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Mike Duncan, Director for Projects
RE: Status of the 2004 State Transportation Improvement Program (STIP)

Background

The 2004 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) provided for a "Zero STIP" in that no additional unrestricted STIP funds will be available to counties beyond what was programmed in the 2002 STIP. Each county was required to "spread out" over the five years of the 2004 STIP (FY 04-05 through FY 08-09) the projects from the 2002 STIP that had not received allocations. On January 14, 2004 the STA Board of Directors adopted the initial 2004 STIP for Solano County. The Board amended the STIP in March to add Transportation Enhancement (TE) programming and amended the STIP in April to reprogram the \$4.65M in STIP funds "freed up" by the MTC backfill of Federal funds for the I-80/Leisure Town Overcrossing project in Vacaville. See Attachment A for the 2004 STIP for Solano County.

Due to the State budget problems and the diversion of transportation funds to the General Fund, the CTC has made no STIP allocations for new projects since Spring 2003. The I-80/I-680 Auxiliary Lanes project was one of the last projects to receive funding. This project is now completed.

Discussion

The California Transportation Commission (CTC) met on December 9th in Riverside, CA for their regularly scheduled meeting. Although the CTC was expected to announce the plans for STIP allocations for the remainder of FY 2004-05, at the time for the preparation of this memo the results of the meeting were not available. An update will be provided at the TAC and Consortium meetings.

Recommendation

Informational.

Attachment

- A. 2004 STIP for Solano County (approved by STA Board on April 14, 2004)

2004 State Transportation Improvement Program (STIP)
For Solano County

Solano Transportation Authority

(Approved by STA Board April 14, 2004)

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Cumulative amount over or under					-1,330.0	-8,377.0	7,030.0	2,669.0	8.0	0.0
TE - Reserve Lump Sum					-1,330.0	-9,707.0	-2,677.0	-8.0	0.0	0.0
						1,629.0	378.0	590.0	601.0	3,198.0



DATE: December 10, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Program Director
RE: Low Income Flexible Transportation (LIFT) Grant Status

Background:

The Metropolitan Transportation Commission (MTC) issued a Call for Projects for Low Income Flexible Transportation (LIFT) grants. The LIFT Program provides grants to support the creation or expansion of transportation services for low-income Bay Area residents. In this funding cycle, \$2.6 million was available for grants up to \$400,000 per project over a three-year period. A minimum 20% match in funds was required.

To be eligible for these funds, projects had to be the result of a countywide Welfare to Work Transportation Plan or a Community Based Transportation Plan. Solano has a countywide Welfare to Work Transportation Plan. A Community Based Transportation Plan (CBTP) has been completed for Dixon.

Applications were submitted by September 24, 2004. Five grant applications were submitted by Solano agencies. All were well supported locally by numerous entities including the STA. MTC approved the grant recipients in early December

Discussion:

One of the five grant applications submitted by Solano sponsors was approved for LIFT funding. The five project grants and their status are summarized below.

City of Dixon's Subsidized Taxi Program: The \$38,000 three-year request was approved in full for LIFT funding. This is a joint project of the City of Dixon and the Dixon Family Services (DFS) Center. As planned, DFS would administer the program to offer subsidized taxi service to low-income Dixon residents who are unable to use Dixon Redit-Ride due to their location or travel time. As the grant recipient, the City would establish the contract with a taxi provider for the service and with DFS for administration. The program will be especially beneficial for individuals living outside the city limits to access various services located in the city as well as to take residents to outside the city on a limited basis.

Status: MTC has recommended for full LIFT funding.

City of Dixon's Medical Shuttle Program: The \$36,000 three-year request was not approved for funding, but is being pursued for implementation. Faith in Action, a non-profit organization, currently provides free door-to-door service for seniors and the chronically ill living in Vacaville. This grant would have funded an expansion of their services to Dixon residents. Trips could be made to medical destinations outside the city and to some degree outside the county. Along with the LIFT grant, the City would have partially funded and contracted with Faith in Action for this expansion. Depending upon a number of factors, in the future the program could have been expanded to a broader audience. The LIFT grant request was relatively small. Local discussions are continuing to determine if the program could still be developed through other means.

Status: Not recommended by MTC for funding.

County of Solano's Vehicle Purchase Program: The \$60,000 three-year funding request was not approved for LIFT funding. An active program administered by Benicia Community Action Council in need of a dependable funding source. This project would have supported the findings of both the countywide Welfare to Work Transportation Plan and the Dixon Community Based Transportation Plan. Unfortunately, it did not score well regionally.

Status: Not recommended by MTC for funding.

Solano Transportation Authority's Subsidized Taxi Program: The \$80,000 three-year request was not approved for LIFT funding. This project was submitted to advance the priorities of the Welfare to Work Transportation Plan. This program would have provided transportation in the Fairfield/Suisun City area (possibly beyond) after hours for transit dependent low-income individuals. In this area, local transit currently does not run as late as intercity transit, swing shifts' end, and many retail shifts. The subsidized taxi would have provided transportation to expand job and shift options for transit dependents. It is a fairly low cost project and may be able to be developed in whole or part. At this time, it is not being actively pursued.

Status: Not recommended by MTC for funding.

Kids Express Children's Shuttle Program: The application was not received by the deadline and could not be considered. This is an existing non-profit service primarily in Vallejo and recently in Fairfield. The project had received LIFT funding in the previous cycle. At the time, Kids Express was a private business and needed a public or non-profit partner to enter into a contract for the LIFT funding. When this option was unsuccessful, they sought non-profit status but were unable to secure it before the grant was rescinded. Re-applying for the LIFT funding was required.

Status: Not recommended by MTC for funding.

The status of these projects will be discussed at the next Welfare to Work Transportation Advisory Committee and Dixon Community Transportation Working Group meetings. Opportunities for possible implementation through other means will be considered.

Recommendation:
Informational.



DATE: December 10, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Anna McLaughlin, Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions. Other items are included as they become relevant.

Discussion:

1. Transit Schedules: The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of November 13th via email. Based on the response received, an updated transit matrix will be provided at the meeting.

2. Partnership's Regional Transit Marketing Committee (RTMC): The December holiday meeting was not attended by STA staff.

3. Welfare to Work (Solano): The Welfare to Work Transportation Advisory Subcommittee has not met recently. The Committee planned to meet following the results of the recent MTC Low Income Flexible Transportation (LIFT) funding process. Three grants were endorsed by this committee and were submitted to MTC in September. LIFT funds were regionally competitive for projects that supported a Welfare to Work Transportation Plan or a Community Based Transportation Plan. MTC recently made their project recommendations. A status of the LIFT grants are presented in a separate report.

4. Promotions: December wraps up the three-month long Fall Rideshare Thursdays Campaign. This campaign has been an ongoing effort to encourage commuters to try an alternative commute mode (carpool, vanpool, transit, bike) at least one day a week. The campaign was promoted through Solano and Napa large employers, with radio spots in both counties, print ads, and at community and employer events over the past three months. This year's campaign was much stronger than last year's and received a much better response. These commuters and anyone who registered in the Regional Rideshare Database from October – December, will be eligible to win a vacation to Cabo San Lucas. Additionally, they have been eligible to win weekly prizes during the campaign. The grand prize winner will be announced in January.

In early November, mailers and reminder postcards promoting the current carpool incentive program were sent to targeted residents in Dixon, Suisun City, and Benicia. Commuters had until November 17th to return registration cards expressing their interest in the program in order to be eligible for a drawing for \$100 Safeway gift cards. Registrants must carpool an average of at least two times a week for two months in order to receive a \$40 gas card for each carpool member. There are currently 34 commuters registered for the carpool incentive program.

5. Events: SNCI has been staffing information booths at events where transit information is distributed along with a range of commute options information. Recent events include a number benefits fairs in Solano and Napa counties, including West America and Schurman Papers in Fairfield and Calistoga Ranch. Additionally, SNCI staffed an on-base community event at Travis AFB.

Recommendation:
Informational.