



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074



Members:

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

**INTERCITY TRANSIT CONSORTIUM
AGENDA**

10:00 A.M., Wednesday, November 30, 2005
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA

<u>NO.</u>	<u>ITEM</u>	<u>STAFF PERSON</u>
I.	CALL TO ORDER	John Harris, Chair
II.	APPROVAL OF AGENDA (10:00 - 10:05 a.m.)	
III.	OPPORTUNITY FOR PUBLIC COMMENT	
IV.	REPORTS FROM CALTRANS, MTC, AND STA 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 September 28, 2005– Pg. 1 <i>Recommendation: Approve minutes of September 28, 2005.</i>	Johanna Masielat
B.	Minutes of the Consortium Meeting of October 26, 2005– Pg. 7 <i>Recommendation: Approve minutes of October 26, 2005.</i>	Johanna Masielat
C.	STA FY 2005-06 Meeting Calendar - Pg. 9 <i>Informational</i>	Johanna Masielat

- D. **Funding Opportunities Summary- Pg. 11** Sam Shelton
Informational
- E. **SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects - Pg. 19** Jennifer Tongson
Recommendation:
Forward a recommendation to the STA Board to forward the list of SAFETEA Cycle 3 projects for Local Streets and Roads to MTC for adoption.
- F. **Amendment to Programming of the 2006 State Transportation Improvement Program (STIP) – Pg. 25** Jennifer Tongson
Recommendation:
Recommend to the STA Board to approve programming of an additional \$1.164M in 2006 STIP funds to the Jepson Parkway and the revised distribution of Solano County's \$14.951M in new 2006 STIP funds as listed on Attachment A.

VI. ACTION ITEMS

- A. **Lifeline Transportation Funding Program** Elizabeth Richards
Recommendation:
Recommend to the STA Board to authorize the formation of a Lifeline Transportation Advisory Committee with the proposed organizational membership as indicated on Attachment B.
 (10:15 – 10:25 a.m.) – Pg. 29
- B. **Final Draft SR 12 Transit Corridor Study** Dan Christians
Recommendation:
Forward to the STA Board with a recommendation for approval the Final Draft Plan for the SR 12 Transit Corridor Study.
 (10:25 – 10:35 a.m.) – Pg. 33
- C. **Solano-Napa Countywide Travel Demand Modeling Agreements with the Consultant and City of Fairfield** Dan Christians
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to:
 1. *Enter into a modeling services contract for up to a total of \$130,000 with the City of Fairfield for specified modeling runs and services for FY 2005-06 and FY 2006-07 as described in Attachment A (maximum of \$65,000 each fiscal year), with an additional optional year for up to \$65,000 for FY 2007-08; and*

2. *Enter into a funding agreement with the Metropolitan Transportation Commission (MTC) to obtain \$70,000 of federal planning grant funds (combined with up to \$30,000 of STA's local matching funds) to complete the new Solano-Napa Travel Demand Model (Phase 2 transit component) as part of the "Smarter Growth along the I-80/Capitol Corridor" Study; and*
 3. *Issue a Request for Proposals for modeling services, select a consultant and enter into an agreement to complete Phase 2 of the new Solano-Napa Travel Demand Model as described in Attachment B at a cost not to exceed \$100,000.*
- (10:35 – 10:45 a.m.) – Pg. 39

D. Proposed No Call/No Show Policy on Solano Paratransit

Elizabeth Richards

Recommendation:

Recommend to the STA Board to approve a No Call/No Show Policy for Solano Paratransit.

(10:45 – 10:50 a.m.) – Pg. 47

E. Project Study Report Overview

Jennifer Tongson

Recommendation:

Forward a recommendation to the STA Board to:

1. *Initiate the PSR for the SR 12 and Church Road Improvements project in Rio Vista to be funded by the STA in FY 2005-06.*
2. *Authorize the STA to be the lead agency for the PSR for the I-80 HOV Lane/ Turner Parkway Overcrossing project in Vallejo to be funded by Federal SAFETEA Demo funds.*
3. *Designate I-80 HOV Lane – Air Base to I-505 or subsequent priority for next PSR to be funded and performed by the STA.*
4. *Recommend to the STA Board to recommend to Caltrans to conduct PSRs for the EB/WB I-780 Stripe Aux Lanes project from 2nd St. to 5th St., the Phase II Truck Climbing Lane project, and the I-80 pavement rehabilitation project from SR12 East (Fairfield) to Meridian Road (Vacaville).*

(10:50 – 10:55 a.m.) – Pg. 51

- F. **Initiation of Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T)** Jennifer Tongson
Recommendation:
Forward a recommendation to the STA Board to approve the SR2S/SR2T Outreach Program.
 (10:55 – 11:00 a.m.) – Pg. 57
- G. **Legislative Update – November 2005 and Adoption of STA’s 2006 Legislative Priorities and Platform** Jayne Bauer
Recommendation:
Forward the Final Draft 2006 Legislative Priorities and Platform to the STA Board for approval.
 (11:00 – 11:05 a.m.) – Pg. 65

VII. INFORMATION ITEMS

- A. **Status of Development of County Transportation Expenditure Plan (CTEP) and Review of Plan Elements** Daryl Halls
Informational
 (11:05 – 11:15 a.m.) – Pg. 79
- B. **Intercity Transit Funding Agreement** Elizabeth Richards
Informational
 (11:15 – 11:20 a.m.) – Pg. 83
- C. **Unmet Transit Needs Public Hearing for FY 2006-07** Elizabeth Richards
Informational
 (11:20 – 11:25 a.m.) – Pg. 85
- D. **Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects** Dan Christians
Informational
 (11:25 – 11:30 a.m.) – Pg. 87
- E. **SNCI Monthly Issues** Anna McLaughlin
Informational
 (11:30 – 11:35 a.m.) – Pg. 91
- F. **Local Transit Issues** Group

VIII ADJOURNMENT

The next regular meeting of the STA SolanoLinks Intercity Transit Consortium is tentatively scheduled for **10:00 a.m. on Wednesday, December 28, 2005.**



INTERCITY TRANSIT CONSORTIUM

Minutes of the meeting of
September 28, 2005

I. CALL TO ORDER

The regular meeting of the SolanoLinks Intercity Transit Consortium was called to order by Chair Harris at approximately 10:00 a.m. in the Solano Transportation Authority Conference Room.

Consortium Present:	John Andoh	Benicia Transit
	George Fink	Fairfield/Suisun Transit
	J.D. Lynd	Rio Vista Transit
	Brian McLean	Vacaville City Coach
	John Harris	Vallejo Transit

Also Present:	Pam Lawrence	City of Vallejo
	Daryl Halls	STA
	Dan Christians	STA
	Elizabeth Richards	STA/SNCI
	Anna McLaughlin	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Jennifer Tongson	STA
	Johanna Masiclat	STA

II. APPROVAL OF AGENDA

On a motion by George Fink, and a second by J.D. Lynd, the SolanoLinks Intercity Transit Consortium approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Sam Shelton distributed information on MTC Consistency Review of Solano 2005 CMP.

V. CONSENT CALENDAR

On a motion by George Fink, and a second by Brian McLean, the STA TAC approved the Consent Calendar with the exception to amend the recommendation to Agenda Item V.D, Solano Paratransit Vehicle Lease Agreement shown ~~strikethrough~~ and in bold italics.

Recommendation:

A. Approve Minutes of the Consortium Meeting of August 31, 2005.

Recommendation:

Approve minutes of August 31, 2005.

B. STA FY 2005-06 Meeting Calendar

Informational

C. Funding Opportunities Summary

Informational

D. Solano Paratransit Vehicle Lease Agreement

Recommendation:

Recommend that the STA Board authorize the Executive Director to execute ~~the attached~~ a Solano Paratransit Vehicle Lease Agreement *with Fairfield Suisun Transit*.

E. Solano Paratransit Assessment Study

Recommendation:

Recommend the following to the STA Board:

1. Authorize the Executive Director to release a Request for Proposals for the Solano Paratransit Assessment Study.
2. Authorize the Executive Director to execute a contract with a consultant for the Solano Paratransit Assessment Study not-to-exceed \$35,000.

F. Final 2005 Solano Congestion Management Program (CMP)

Recommendation:

Recommend that the STA Board approve the Final 2005 Congestion Management Program and forward to MTC.

VI. ACTION ITEMS

- A. Programming of the 2006 State Transportation Improvement Program (STIP)**
Jennifer Tongson reviewed the programming of \$13.725 M in new 2006 STIP funds and on CCJPB proposal to swap \$4.2 M in Solano STIP funds for \$5.0 M in Capitol Corridor's RM2 funds with the STA to request the CCJPB commit to provide rail service for the Fairfield/Vacaville Rail Station in the year of its completion.

Jennifer Tongson also reviewed the changes made by the CTC to the proposed 2006 Draft RTIP Policies and Procedures. She stated that MTC is requesting comments on the regional policies and procedures by September 30th. Based on input, the STA TAC provided several suggestions and modifications to the proposed Draft 2006 RTIP Policies and Procedures.

Recommendation:

Review and provide comments to MTC's draft 2006 RTIP Policies and Procedures.

On a motion by Brian McLean, and a second by J.D. Lynd, the STA TAC voted to amend the recommendation to include approval of the updated Draft 2006 STIP as proposed by staff.

- B. MTC's T-2030 Plan – Review of “Calls to Action” Proposals**
Daryl Halls reviewed the proposed amendments made to the list of Transportation “Calls to Action – High Priority Action Items and Work Plan” to be pursued by MTC and partner transportation agencies.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to transmit a letter requesting amendments to MTC's Transportation 2030 Calls to Action – High Priority Action Items and Work Plan as specified.

On a motion by George Fink, and a second by J.D. Lynd, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

- C. Countywide TLC Planning Grants for FY 2005-06**
Robert Guerrero summarized the evaluation results and reviewed the recommendation to approve the FY 2005-06 Countywide Transportation for Livable Communities Planning funds for the cities of Fairfield (\$50,000), Rio Vista (\$50,000), and Vacaville (\$25,000).

Recommendation:

Forward a recommendation to the STA Board to approve the following projects for FY 2005-06 Countywide Transportation for Livable Communities Planning Funds as specified:

1. City of Fairfield-Alan Witt Transportation Linkage Design Project (\$50,000)
2. City of Rio Vista-Waterfront Plan (\$50,000)
3. City of Vacaville-Vacaville Creekwalk Extension (\$25,000)

On a motion by George Fink, and a second by J.D. Lynd, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

D. Legislative Update – September 2005 and Draft 2006 Legislative Priorities and Platform

Jayne Bauer proposed that the STA TAC, Consortium, and Board review the Draft 2006 Legislative Platform and Priorities, distribute for 30-day review and comment, provide their comments by November, and agendize for STA Board adoption in December.

Recommendation:

Forward the STA's Draft 2006 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30-day review and comment.

On a motion by John Andoh, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

E. Marketing Consultant Services for STA, SolanoLinks, and SNCI Marketing Plan 2006-2007 (Phase II)

Jayne Bauer reviewed the two-year plan of the next marketing effort (Phase II) for the STA and STA managed programs including SolanoLinks, Solano Paratransit and Solano Napa Commuter Information. She stated that the total two-year contract beginning in January 2006 is estimated not to exceed \$170,000 (\$85,000 per year) for calendar year 2006 and 2007.

Recommendation:

Approve the following:

1. The proposed Marketing Plan (Phase II) for STA, SolanoLinks Transit, and SNCI as specified in Attachment A; and
2. Forward a recommendation to the STA Board to authorize the Executive Director to release a Request for Proposals (RFP) for a two-year marketing consultant services contract in an amount not to exceed \$170,000.

On a motion by John Andoh, and a second by J.D. Lynd, the SolanoLinks Intercity Transit Consortium approved the recommendation.

VII. INFORMATION ITEMS

A. Alternative Modes Fund Strategy

Robert Guerrero reviewed the funding sources estimated to be \$10.2 million (in the next 3 years) for alternative modes projects included in the Draft Alternative Modes Funding Strategy.

B. Unmet Transit Needs Public Hearing for FY 2006-07

Elizabeth Richards confirmed the meeting date and location of the next annual Unmet Transit Needs public hearing scheduled for Wednesday, December 7, 2005 at 5:45 p.m. at the Suisun City Council Chambers.

C. Intercity Transit Funding Agreement

Elizabeth Richards reviewed the development of the annual and multi-year funding agreement (MOU) for intercity transit services as part of the completion of the STA's I-80/I-680/I-780 Transit Corridor Study.

Based on input, the SolanoLinks Intercity Transit Consortium agreed to further discuss the multi-year funding for intercity transit services at the next meeting of October 26, 2005.

D. Rio Vista Intercity Transit Proposal

John Andoh reported Rio Vista's proposal for a service change that will include daily intercity service from Rio Vista to Fairfield and Suisun City. He stated that the proposal is planned to City Council in November 2005 and expected to be implemented early 2006.

E. SNCI Monthly Issues

Anna McLaughlin highlighted transit schedules, Partnership's Regional Transit Marketing Committee (RTMC), Welfare to Work (Solano), and the Great Race Fall Campaign.

F. Local Transit Issues

The cities of Benicia, Dixon, Fairfield, Rio Vista, and Vacaville reported on local transit issues.

IX. ADJOURNMENT

The meeting was adjourned at approximately 12:05 p.m. The next meeting is scheduled for **Wednesday, September 28, 2005 at 10:00 a.m.** in the STA Conference Room.



INTERCITY TRANSIT CONSORTIUM

Minutes of the meeting of

October 26, 2005

I. CALL TO ORDER

The regular meeting of the SolanoLinks Intercity Transit Consortium was called to order by Chair Harris at approximately 10:06 a.m. in the Solano Transportation Authority Conference Room.

Consortium Present:

John Andoh
George Fink
Brian McLean
John Harris

Benicia Transit
Fairfield/Suisun Transit
Vacaville City Coach
Vallejo Transit

Also Present:

Mike Duncan
George Untal
Paul Wiese
Daryl Halls
Elizabeth Richards
Anna McLaughlin
Johanna Masielat
Nancy Whelan

City of Fairfield
City of Vallejo
County of Solano
STA
STA/SNCI
STA/SNCI
STA
STA/NWC

II. APPROVAL OF AGENDA

By consensus, the SolanoLinks Intercity Transit Consortium approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Anna McLaughlin distributed the new version of the SolanoLinks Transit Connections brochure.

Elizabeth Richards announced upcoming meetings and events in November such as the California Transit Association's 40th Annual Fall Conference and Expo (November 1-3) and Paratransit Coordinating Council (November 17).

V. CONSENT CALENDAR

No items presented.

VII. INFORMATION ITEMS

A. Review and Discussion of Criteria and Options for Development of Intercity Funding Agreement

Nancy Whelan, STA's Transit Consultant, reviewed the distribution of the sharing formulae of intercity bus cost and the challenges to develop a consistent methodology that is equitable to the intercity route transit operators as well as to the transit services funding partners. She demonstrated a variety of scenarios using factors that generally vary by weighting the factors in different manners. She also presented the assumptions for each route as well as the distribution of the costs by route as well as the distribution of the costs by route with the net cost of all the routes by jurisdiction.

The group agreed to recalculate costs using a standard methodology. These revised cost figures were to be submitted to the STA and the funding scenarios would be recalculated and discussed at a special meeting of the same participants at 9:00 a.m. on Tuesday, November 15, 2005.

IX. ADJOURNMENT

The meeting was adjourned at approximately 11:30 a.m. The next Consortium meeting is scheduled for **Wednesday, November 30, 2005 at 10:00 a.m.** in the STA Conference Room.



DATE: November 21, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Johanna Masiclat, Acting Clerk of the Board
RE: STA FY 2005-06 Meeting Calendar

Background:

Attached is the updated STA meeting calendar for FY 2005-06 that may be of interest to the Consortium.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. STA FY 2005-06 Meeting Calendar



STA BOARD
FY 2005-06 MEETING SCHEDULE

DATE	TIME	DESCRIPTION	LOCATION	STATUS
December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Pending
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Pending
2006				
January 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
January 19	TBD	BAC/PAC SBPP Application Workshop	STA Conference Room	Tentative
January 20	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
January 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 15 or 16	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
February 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
February 22 or 23	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
March 2 or 9	6:30 p.m.	Joint BAC/PAC	STA Conference Room	Tentative
March 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 17	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed

Updated: 11/17/2005
jm



DATE: November 22, 2005
 TO: SolanoLinks Intercity Transit Consortium
 FROM: Sam Shelton, Planning Assistant
 RE: Funding Opportunities Summary

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

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Bicycle Transportation Account (BTA) Grant	Michael Lim, Caltrans (510) 286-5232	Due December 1, 2005
Bay Area Air Quality Management District (BAAQMD) - Carl Moyer Program	David Burch, BAAQMD (415) 749-4641	Due December 22, 2005
Office of Traffic Safety (OTS) Grant	Michele Meadows, OTS (916) 262-0864	January 31, 2005
Solano Bicycle and Pedestrian Program (SBPP) – Call for Projects	Robert Guerrero, STA (707) 424-6014	Call for Projects December 14, 2005, Tentatively due January 17, 2006
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Program	Jim Antone, YSAQMD (530) 757-3653	Call for Projects in January 2006, Due in March 2006
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	Call for Projects in January Due date TBD



FUNDING OPPORTUNITY:

Bicycle Transportation Account (BTA)

Due by December 1, 2005

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

This summary of the Bicycle Transportation Account (BTA) 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: 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: 2005/06 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.

Eligible Projects: 2004/05 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>

Program Contact Person: Michael Lim, Caltrans, (510) 286-5232

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075
sshelton@sta-snci.com



FUNDING OPPORTUNITY:

Bay Area Air Quality Management District (BAAQMD) - Carl Moyer Program

Due by December 22, 2005

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

This summary of the BAAQMD's Carl Moyer Program 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: Public and private entities that own and operate eligible diesel equipment within the Bay Area can apply.

Program Description: The program aims to reduce emissions from existing heavy-duty diesel engines. Moyer grants typically cover a major portion of the cost to replace or retrofit a diesel vehicle engine.

Funding Available: BAAQMD has at least \$2.5 million in program funds available for grants in the Year 7 funding cycle.

Eligible Projects:

- Replace old diesel engines with new, cleaner engines in existing equipment
- Retrofit existing diesel engines with emission control devices
- Purchase new vehicles or equipment with emissions below applicable state and federal standards

* In previous funding cycles, grants have been awarded for projects to reduce emissions from marine vessels (including tugboats, ferries, and fishing boats), on-road heavy-duty trucks, transit buses, construction equipment, locomotives, and agricultural pumps.

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/carl_moyer/index.htm

Program Contact Person: David Burch, BAAQMD
dburch@baaqmd.gov, (415) 749-4641

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075
sshelton@sta-snci.com



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: \$70 million in OTS funds is commonly available each fiscal year.

Example Projects: Solano County 2005 Traffic Safety Grant Awards

- Fairfield, "Safe Passage", Lidar speed signs on Air Base \$61,500
- Fairfield Police Department, \$342,648
- Suisun City Police Department, \$90,000
- Vallejo Police Department, \$125,000

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

Program Contact Person: Michele Meadows, (916) 262-0864, mmeadows@ots.ca.gov

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



FUNDING OPPORTUNITY:

Solano Bicycle and Pedestrian Program (SBPP)

Call for Projects, December 14, 2005
Tentatively due January 17, 2006

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

This summary of the Solano Bicycle and Pedestrian Program (SBPP) 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: Groups who are responsible for the construction and maintenance of bicycle and pedestrian facilities are eligible. They are also subject to the requirements of TDA Article 3 funding and/or the Countywide Bicycle and Pedestrian Program.
- Program Description: SBPP funds are intended to implement mainly priority bicycle and pedestrian projects found in the Solano Countywide Bicycle and Pedestrian Plans.
- Funding Available: Nearly \$3 million dollars will be available over the next three years for SBPP funds through a combination of TDA Article 3 funds and the Countywide Bicycle and Pedestrian Program.
- Eligible Projects: Bicycle and pedestrian projects found in the Countywide Bicycle and Pedestrian Plans are highly encouraged to apply for SBPP funds.
- Further Details: Solano Countywide Bicycle Plan
<http://www.solanolinks.com/plans2.html#bikeplan>
Solano Countywide Pedestrian Plan
<http://www.solanolinks.com/plans2.html#pedplan>
Solano Bicycle and Pedestrian Program
(webpage coming soon)
Two types of applications will be available:
- 1st Year project application (complete criteria is applied)
 - Long-term project application (specific funding and design criteria can be ignored)
- STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014
-



FUNDING OPPORTUNITY:

2005-06 YSAQMD Clean Air Funds (CAF) Program

Call for Projects, January 2006

Due March 2006

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

This summary of the 2005-06 YSAQMD Clean Air Funds Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

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

Funding Available: Approximately \$290,000 is historically available.

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

Further Details: <http://www.ysaqmd.org/incentive-caf.php>

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

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



FUNDING OPPORTUNITY:

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

Call for projects in January
Due date to be determined

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

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

Program Description: The County Program Manager Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

Funding Available: \$320,000 is available in FY 2005-06.

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

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.asp

Program Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



DATE: November 16, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Jennifer Tongson, Assistant Project Manager
RE: SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects

Background:

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

On September 1, 2005, MTC staff announced that an estimated \$300 million in additional programming capacity remains in STP/CMAQ funds from SAFETEA Third Cycle, which is approximately \$145 million less than what was earlier anticipated. At the September 2nd CMA Directors meeting, in response to the lower than anticipated level of Third Cycle STP/CMAQ funding, the CMA Directors recommended dedicating the estimated remaining Third Cycle funds to increasing the funding for three specific purposes: Local Streets and Roads Shortfall, Transit Capital Shortfall, and CMA Planning Activities. Both Local Streets and Roads and Transit Capital were identified by MTC in the T-2030 (Regional Transportation Plan) having significant funding shortfalls. In addition, the North Bay CMAs have requested MTC consider increasing the base level of congestion management planning funds to offset the cost for the increased amount of regional planning activities the CMAs perform at the request of MTC. In September, the STA TAC and Consortium unanimously supported the request that MTC dedicate additional Third Cycle SAFETEA STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities for Solano County and other North Bay counties.

Discussion:

The Bay Area is expected to receive \$66M of SAFETEA funds for Local Streets and Roads (LS&R). MTC's Local Streets and Roads Committee approved to dedicate \$800,000 off the top of the \$66M to fund an additional year of the Pavement Technical Assistance Program (PTAP), which was slated to be phased out in FY 2006-07. Just as the Cycle 1 Augmentation funds for LS&R were distributed in March 2005, MTC will be using the "hybrid" formula – 50% original MTS and 50% revised LS&R formula – to

distribute the funds by county. Using this formula, Solano County is expected to receive approximately \$3.42M for LS&Rs.

In response to CTC’s priority plan of not allocating STIP funds for LS&R projects, the STA Board approved the strategy to “swap” \$2M in the STIP for LS&Rs with funds from the upcoming SAFETEA Third Cycle STP funds for LS&Rs in September. The first \$2M of the Third Cycle STP funds is distributed in the amounts as they were programmed in the STIP.

First \$2 Million of Third Cycle Local Streets and Roads funding (STIP-STP Swap)

Jurisdiction	Amount	Project
Benicia	\$154,000	West K Street, W 9 th to Military West Overlay
Dixon	\$105,000	(Completed with local funds. Choose another project.)
Fairfield	\$364,000	Hillborn Rd., Waterman-Putah S. Canal
Rio Vista	\$74,000	Front St., Main-Gertrudes Overlay
Solano Co.	\$393,000	(Completed with local funds. Choose another project.)
Suisun City	\$140,000	(Completed with local funds. Choose another project.)
Vacaville	\$342,000	Nut Tree Rd, Ulatis-Orange, Resurfacing
Vallejo	\$428,000	Lemon St., Curtola Pkwy-Sonoma Blvd, Resurfacing
TOTAL	\$2,000,000	

The remaining amount of Third Cycle STP funds for LS&R comes to \$1.42M.

Using the “hybrid” formula, Attachment A shows a draft distribution of the Third Cycle funds for LS&R for a total of \$3.42M, pending MTC Commission’s adoption of the \$66M programming amount for LS&Rs in November. The County of Solano is guaranteed a minimum of \$1,056,000 in LS&R funds as required by *California Streets and Highways Code Section 182.6(d)(2)*, which requires a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. Taking the County of Solano requirements into account, this leaves a total of \$364,000 in additional Third Cycle funds for the seven remaining cities, which was distributed based on the “hybrid” formula – 50% MTS and 50% LS&R formula.

In October, the STA initiated a Call for Projects for the Third Cycle STP funds for LS&Rs, assuming MTC approves the proposed \$66M in programming for LS&Rs in November. The sponsoring agency must have a certified Pavement Management System (PMS) for submitting rehabilitation and preventive maintenance projects and an approved Disadvantaged Business Enterprise (DBE) program to obligate the funds. The funds can be programmed for FY 2006-07 through FY 2008-09 and have until April 1st of the FY programmed to submit their obligation requests to Caltrans for obligation.

For existing projects, a TIP amendment will be required (to be completed by the STA). For new projects, the project application consists of three parts: 1) the TIP application (to be completed by STA), 2) a Resolution of Local Support/Certification of Assurances from their councils/board and 3) an Opinion of Legal Counsel.

The deadline for information for new and existing projects was due to STA on Friday, November 18, 2005 (after MTC adoption of the Fund Program):

- Project Sponsor
- TIP ID No. (for EXISTING projects only)
- Project Title
- Project Description
- Project Limits
- Transportation Problem to be Addressed
- Project Phase to be funded
- Contact Person and Information (name, title, address, phone no., email)

A list of the nominated projects will be distributed at the meeting.

Recommendation:

Forward a recommendation to the STA Board to forward the list of SAFETEA Cycle 3 projects for Local Streets and Roads to MTC for adoption.

Attachment:

- A. STA's Local Streets and Roads Distribution, Solano County

SOLANO	% Share of T2030 Shortfall	% Share of New Formula	% Hybrid Share	Hybrid \$ Share (\$57M)	Hybrid \$ Share (\$65.2M)	Percent minus Solano Co.	(\$2 million)	(Solano County FAS)	Remainder	STIP-STP Swap	Total	Rounding	Proposed Total
Solano County	0.78%	1.98%	1.38%	\$ 787,698	\$ 901,016	0.00%	\$ 662,954	\$ -	\$ -	\$ 393,000	\$ 1,055,954	46	\$ 1,056,000
Benicia	0.13%	0.38%	0.25%	\$ 145,170	\$ 152,440	6.05%	\$ -	\$ 45,814	\$ -	\$ 154,000	\$ 199,814	186	\$ 200,000
Dixon	0.01%	0.28%	0.15%	\$ 83,767	\$ 82,204	3.26%	\$ -	\$ 24,705	\$ -	\$ 105,000	\$ 129,705	295	\$ 130,000
Fairfield	0.33%	1.46%	0.90%	\$ 510,157	\$ 569,934	22.63%	\$ -	\$ 171,286	\$ -	\$ 364,000	\$ 535,286	-286	\$ 535,000
Rio Vista	0.00%	0.07%	0.04%	\$ 21,058	\$ 10,473	0.42%	\$ -	\$ 3,148	\$ -	\$ 74,000	\$ 77,148	-148	\$ 77,000
Suisun City	0.33%	0.35%	0.34%	\$ 193,992	\$ 208,286	8.27%	\$ -	\$ 62,597	\$ -	\$ 140,000	\$ 202,597	403	\$ 203,000
Vacaville	0.64%	1.23%	0.94%	\$ 535,001	\$ 598,352	23.75%	\$ -	\$ 179,826	\$ -	\$ 342,000	\$ 521,826	174	\$ 522,000
Vallejo	1.06%	1.74%	1.40%	\$ 796,348	\$ 897,296	35.62%	\$ -	\$ 269,670	\$ -	\$ 428,000	\$ 697,670	-670	\$ 697,000
TOTAL	3.29%	7.49%	5.39%	\$ 3,073,191	\$ 3,420,000	100%	\$ 1,420,000	\$ 662,954	\$ 757,046	\$ 2,000,000	\$ 3,420,000	0	\$ 3,420,000



DATE: November 15, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Jennifer Tongson, Assistant Project Manager
RE: Amendment to Programming of the 2006 State Transportation Improvement Program (STIP)

Background:

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

In October, the STA Board approved the distribution of \$13.787M in new STIP programming capacity for FY 2009-10 and FY 2010-11. The new STIP funds were distributed as follows:

Vallejo Station	\$ 5.000M
I-80 HOV Lane project	\$ 5.000M
Jepson Parkway	\$ 2.571M
Vacaville I-80/I-505 Weave Correction	\$ 1.000M
<u>Planning, Programming and Monitoring (PPM)</u>	<u>\$ 0.216M</u>
Total	\$13.787M

Additionally, the STA Board approved an agreement between the STA and Capitol Corridor to swap \$4.2M of Solano County STIP funds for approximately \$5M in RM2 funds. In return, Solano County would receive approximately \$5M in RM2 funds as well as an agreement from Capitol Corridor to receive rail service for the Fairfield/Vacaville Rail Station on the year of its completion. STIP funds from the Fairfield/Vacaville Rail Station, the Benicia Intermodal, and the Bahia Viaduct were swapped for RM2 funds. The swap also resulted in freeing up \$543K in STIP, which was programmed to Dixon Intermodal Station project.

Discussion:

The STA Board approved the distribution of \$13.787M in new 2006 STIP capacity at their October meeting. The new STIP funds were distributed to the STA's priority projects: the I-80/I-680/SR 12 Interchange (I-80 HOV project), the Vallejo Station, the Jepson Parkway project, the I-80/I-505 Weave Correction project, and STA's planning, programming and monitoring activities.

Since then, CTC released a revised fund estimate, which showed an increase of \$1.164M in new STIP funds, bringing Solano County's total STIP programming capacity to \$14.951M. STA staff recommends programming the additional \$1.164M to the Jepson Parkway project increasing the total amount of 2006 STIP programmed for the project to \$3.735M. The proposed distribution is as follows:

Vallejo Station	\$ 5.000M
I-80 HOV Lane project	\$ 5.000M
<i>Jepson Parkway</i>	\$ 3.723M
Vacaville I-80/I-505 Weave Correction	\$ 1.000M
<u>Planning, Programming and Monitoring (PPM)</u>	<u>\$ 0.228M</u>
Total	\$14.951M

Recommendation:

Recommend to the STA Board to approve the programming of an additional \$1.164M in 2006 STIP funds to the Jepson Parkway and the revised distribution of Solano County's \$14.951M in new 2006 STIP funds as listed on Attachment A.

Attachments:

- A. Proposed distribution of \$14.951M in New 2006 STIP Programming Capacity
- B. Updated Solano County 2006 STIP Funding Program

PROPOSED DISTRIBUTION OF \$14.951 IN
NEW 2006 STIP PROGRAMMING CAPACITY

Vallejo Station	\$ 5.000m
I-80 HOV Lane project	\$ 5.000M
Jepson Parkway	\$ 3.723M
Vacaville I-80/I-505 Weave Correction	\$ 1.000M
<u>Planning, Programming and Monitoring (PPM)</u>	<u>\$ 0.228M</u>
TOTAL:	\$14.951M

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

Agency	Rte	PPNO	Project	Total	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	R/W	CON	E&P	PS&E	Notes
MTC		2152A	AB 3090 reimbursement (03-04 PPM)	26		26						26			Alloc: 06-07
Vallejo	ferry	2280	Vallejo Ferry Terminal, Parking	1200	1200									1200	Alloc: April 2006
Fairfield	ferry	2261	Baylink Ferry Maint. Facility	425								425			Alloc: Jan 2006
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	125	125									125	Alloc: Jan 2006
Benicia	rail	6045M	Intermodal transit station, Benicia	225	225									225	Lapse to 2006 STIP
MTC		2152	PPM	29	29							29			Alloc rec'd: June 2005
MTC/STA		2263	PPM	38	38							38			Must alloc. by Apr 2006
MTC	res	5152A	TE Reserve	1629	1629							1629			
			Prior Commitments (Not Part of 2006 STIP Target)	3697	3671	26						2147	225	1325	
Dixon			Dixon Intermodal Facility	543											
CapCor/JPA			Capitol Corridor Improvements	4200		543						4200			543 new project from RM2 swap remainder RM2 STIP Swap with CapCor
Vacaville			I-80/505 Weave Correction	1000		441			1000			1000			new project from 2006 STIP capacity
Caltrans	37	5201D	Napa River-Sonoma Bl. planning	441								441			CT confirmed; will allocate in 06-07
Vallejo	ferry	2260	Vallejo ferry terminal, parking	11528		6528			5000			11528			[\$6100+\$428(Vjo is&r)] + \$5M new STIP
STA	loc	5301	Jepson Parkway (I-80 reliever)	16161		12438			3723			16161			combined Jepson (general pool)+CMAQ Match
STA	loc	5301	Jepson Parkway (I-80 reliever)	661		661						661			is&r-VV(342)+DX(105)+RV(7)+SC(140)
STA	loc	5301	Jepson: Vanden Rd widen (Sol. Co)	8293		2400	2400				2400	5893			\$2400+\$5500+\$393(SolCo is&r)
STA	loc	5301	Jepson: Wallers Rd. ext (Fairfield)	3300								3300			confirmed by FF
STA	loc	5301K	I-80/680 Interchange	16412		11412			5000			16412			move to 07-08 + new STIP
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	0		2489					2489				(RM2 SWAP) \$2,256,364 (FF is&r)
CapCor/JPA	rail	6045L	Bahia Vraduct Track & Bridge Upgrade	0		4000					4000				(RM2 SWAP)
Benicia	rail	6045M	Intermodal transit station, Benicia	0										4254	(RM2 SWAP) \$1,100+154 (Ben is&r)
MTC		21522	PPM	153		29	29		31			153			Awaiting exact PPM figures from MTC
MTC/STA		2263	PPM	271		39	39		65			271			Awaiting exact PPM figures from MTC
			Total Non-TE Subject to Reprogramming in 2006 STIP	62963	62963	5252	13880	28916	96	14819	2400	60020	0	543	
MTC	res	5152A	TE Reserve	2736		346	603	626	571	590		1769			
			Total TE Subject to Reprogramming in 2006 STIP	2736		346	603	626	571	590	0	1769	0	0	
			TOTAL STIP + TE	65699	65699	5598	14483	29542	667	15409					
			2004 STIP Non-TE						48012						
			New Capacity 2006 STIP Non-TE						14951						
			2006 STIP Target Non-TE						62963						
			1. Proposed \$4.2M in STIP-RM2 Swap for Capitol Corridor from FF/VV Rail Station, Bahia Improvements, Benicia Intermodal = \$4.743M. Remainder (\$543k for Dixon Intermodal)												
			BLACK 2004 STIP												248
			RED 2006 STIP Capacity												216
			ORANGI STIP-RM2 Swap with CC/JPA												



DATE: November 17, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: Lifeline Transportation Funding Program

Background:

Since the adoption of the 2001 Regional Transportation Plan, the Metropolitan Transportation Commission (MTC) has implemented a number of recommendations from both the Lifeline Transportation Network and Equity Analysis reports related to that plan including the expansion of the Low-Income Flexible Transportation (LIFT) Program. The LIFT program has been a key funding source for Welfare to Work transportation projects and projects identified by Community Based Transportation Plans. Solano County has a countywide Welfare to Work Transportation Plan, completed a Community Based Transportation Plan in Dixon and is beginning the next one in the Cordelia area.

The Lifeline Transportation Program funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances.

MTC reaffirmed its commitment to the Lifeline Program in its Transportation 2030 Plan. MTC committed \$216 million to create a regional Lifeline Transportation Program (LTP) for residents of low-income communities throughout the Bay Area. Previous funding cycles for Lifeline have been administered and distributed regionally by MTC. In the spring of 2005, the STA Board accepted delegation of the administration of the Lifeline Program for Solano County as have all the Congestion Management Agencies (CMAs).

Discussion:

Funds for three years will be allocated by MTC for Solano Lifeline Transportation Projects in the amount of \$1,076,866 (see Attachment A). The funding will be derived from a variety of sources including Congestion Management Air Quality (CMAQ), Jobs Access Reverse Commute (JARC) and State Transit Assistance (STA). Each of these funding sources have guidelines on how the funds may be spent which, in total, will influence the types of Lifeline projects that may be funded.

STA staff is working with MTC staff to transition to the STA the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs.

The first Call for Projects is planned for March 2006 with applications due at the end of April 2006. Although the final approval of all the County's Lifeline Transportation

Projects list resting with MTC, project evaluation and selection for Solano projects will be completed by the STA. STA staff recommends that a new advisory committee be established to assist with the evaluation of the Lifeline projects in this initial and future funding cycles. The Lifeline Transportation Advisory Committee is proposed to include STA Board members from the Transit Subcommittee, a County Board of Supervisors representative, County Welfare to Work staff, non-profit organizations' staff, a transit operator, a Paratransit Coordinating Council (PCC) representative, and a public member and possible others.

At this time, staff is seeking approval to move forward with developing a committee as specified on Attachment B.

Recommendation:

Recommend to the STA Board to authorize the formation of a Lifeline Transportation Advisory Committee with the proposed organizational membership as indicated on Attachment B.

Attachments:

- A. Lifeline Transportation Program Estimated Budget
- B. Lifeline Transportation Advisory Committee Proposed Membership

Table 1: Lifeline Transportation Program Estimated Budget

County	% poverty *	Estimated funding FY 2005-06 through FY 2007-08			
		CMAQ	STA	JARC**	3 year total
Alameda	27.4%	1,108,330	2,074,143	2,182,283	5,364,756
Contra Costa	12.5%	505,625	946,233	995,567	2,447,425
Marin	2.7%	109,215	204,386	215,042	528,643
Napa	1.7%	68,765	128,688	135,397	332,850
San Francisco	15.1%	610,795	1,143,049	1,202,645	2,956,489
San Mateo	7.1%	287,195	537,460	565,482	1,390,137
Santa Clara	21.7%	877,765	1,642,660	1,728,304	4,248,729
Solano	5.5%	222,475	416,342	438,049	1,076,866
Sonoma	6.3%	254,835	476,901	501,766	1,233,502
TOTAL	100%	\$4,045,000	\$7,569,862	\$7,964,535	\$19,579,397

* Based on federal poverty levels reported in 2000 US Census

** Assumes distribution of JARC funds consistent with other fund sources, pending concurrence from FTA

These are estimates intended for planning purposes only. Actual allotment of these respective fund sources may differ than those indicated above, based on assignment of funding to eligible projects.

**Lifeline Transportation Advisory Committee
Proposed Membership**

STA Board Transit Subcommittee Member:

- Mary Ann Courville, Mayor of Dixon
- Steve Messina, Mayor of Benicia
- Tony Intintoli, Mayor of Vallejo
- Mike Segala, Suisun City Councilmember
- Fairfield Council representative

Lifeline Advisory Group Representatives

- County Board of Supervisors
- County Welfare to Work Program staff
- Community Action Council staff
- Children's Network staff
- Transit Consortium
- Paratransit Coordinating Council
- Member at Large



DATE: November 21, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Final Draft SR 12 Transit Corridor Study

Background:

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

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

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

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

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

The SR 12 Transit Corridor Study includes the following major tasks:

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

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

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

The SR 12 Policy Steering Committee held its first meeting on April 7, 2005. This meeting included both a session on the prioritized highways improvements planned for SR 12 East and then a presentation on the SR 12 Transit Corridor Study. The last Steering Committee meeting was held on June 17, 2005 to provide an opportunity for the committee to provide comments on the Preliminary Service Plan. The last Steering Committee meeting was held on October 31, 2005.

Three public input meetings have been held as follows:

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

Discussion:

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

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

On October 11th input was received at the Board of Supervisors and on October 31st input on the Final Draft plan was received at the SR 12 Steering Committee meeting. The primary comments that came out of these meetings included the ridership, fares, cost effectiveness, timing and next steps for initiating the service. More information addressing each of the major comments have been incorporated into the Final Draft Plan. With any additional comments provided from the Consortium and TAC, it is expected that a presentation on the final draft report will be submitted to the STA Board on December 14, 2005 and NCTPA Board in December 2005 for their review and approval.

On October 31, 2005, the SR 12 Steering Committee forwarded their comments and unanimously recommended that STA Board approve the Final Draft SR 12 Transit Corridor Study.

Recommendation:

Forward to the STA Board with a recommendation for approval the Final Draft Plan for the SR 12 Transit Corridor Study.

Attachment:

- A. Final Draft Plan for the SR 12 Transit Corridor Study, November 2005
(to be sent via electronic mail prior to the meeting).

**We will notify you prior to the Consortium meeting
via electronic mail once the
Final Draft Plan for the SR 12 Transit Corridor Study
is available for your review.**

Additional hard copies will be provided at the meeting.

Thank you.



DATE: November 21, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano-Napa Countywide Travel Demand Modeling Agreements
with the Consultant and City of Fairfield

Background:

In 2002, the STA conducted a request for proposals for a modeling consultant to prepare a new multi-modal travel demand model. DKS Associates was selected and has now developed the new Solano-Napa Travel Demand Model (Phase 1 traffic) using a new program called "Cube." On January 18, 2005, the consultants submitted the "Solano-Napa Model Development Final Report" providing an overview of the model structure along with the methods and results to calibrate and validate the model. The new model was approved by the STA Board on February 9, 2005. Since then the model has been tested by the consultant and accepted by the I-80/I-680/SR 12 project development team and Caltrans during the summer of 2005 for use on the interchange project environmental documents. A final model validation report is expected to be submitted to Metropolitan Transportation Commission (MTC) by DKS Associates for review and acceptance of the model in the next few weeks.

Since the STA prepared its first Congestion Management Program (in 1991), the STA has been maintaining the Countywide Traffic Model through Ken Harms, traffic modeler for the City of Fairfield. When the new Solano-Napa Multi Modal Travel Demand model was developed by DKS Associates, Ken Harms and the Modeling Subcommittee of the TAC, provided significant input and technical recommendations. On March 10, 2004, the STA Board approved the last modeling contract with the City of Fairfield to provide on-going modeling services for FY year 2003-04 and 2004-05 and three additional optional years (if determined needed by the Executive Director and subject to budget authority for each optional year). Previous annual modeling contracts provided \$25,000 for FY 1992 through FY 2001, \$35,000 for fiscal years FY 2002 and FY 2003, and \$80,000 for FY 2004 and FY 2005. The annual contract amount has been negotiated each time and has varied based upon expected workload, projected model runs and budget authority approved by the STA Board.

While DKS Associates was developing the new model, Ken Harms continued to conduct special modeling runs using the prior model (i.e. Dixon Downs, Jepson Parkway, North Connector and Jamison Canyon projects). Recent special runs have also been conducted for the Bordonni project in the City of Vallejo (prepared by DKS Associates), and the special runs conducted for the City of Rio Vista (Riverwalk and Del Rio Hills), prepared by Ken Harms.

The STA is responsible for maintaining the model and making it available to member agencies and other governmental entities (e.g. Caltrans) based on policies established in the Solano Congestion Management Program. Any fundamental modifications or alterations to the model are subject to approval by the STA Board.

The model includes existing and projected jobs and housing units based on the Association of Bay Area Governments Projections 2003. Adopted general plans from each of the eight STA

member jurisdictions were used to designate locations of proposed jobs, housing units and roadways. The model can forecast traffic volumes and levels of service (LOS) out to the year 2030. It is not intended to duplicate local city models, but primarily forecasts traffic volumes on major intercity roadways (i.e. all freeways, highways, arterials and major collectors) having countywide significance. The countywide model and the city models are intended to complement each other and have a common, consistent database to project traffic volumes to all parts of the county and region.

The new Travel Demand Model was developed for projects and corridors in both Solano and Napa counties. In addition to incorporating all of the zones and basic land use and network data from MTC's nine-county "Baycast" regional model, it now includes Sacramento Area Council of Governments (SACOG) and San Joaquin Council of Governments regional models. Incorporating all three regions helps to provide the most reliable projections, particularly at the eastern and northern gateways of Solano County (i.e. S.R. 12 in Rio Vista and I-80 in the Dixon to Vacaville area).

The new model was intended to eventually have much greater ability to project all modes of travel demand including HOV lanes, bus, rail and ferry. The core jobs and housing unit data and projections developed in the new model could also eventually be incorporated into the future geographical information system (GIS) that will be developed by the STA in partnership with other local agencies. The new model will also be making forecasts based on existing and projected person trips (based on all travel modes – auto, bus, rail, ferry, carpools/vanpools) as well as the number of jobs expected during the 25 year model timeframe.

MTC and SACOG, in partnership with the STA, Yolo, Sacramento and Placer Counties were successful in obtaining a 2005-06 State Partnership Planning grant for \$300,000 to conduct a study entitled: "Smarter Growth Along the I-80 Capitol Corridor." The major goal of the study is to "maximize the effectiveness of transportation investments along the I-80/Capitol Corridor by better understanding and planning for future demand for jobs and housing in a way that minimizes traffic congestion and air pollution and maximizes travel in alternatives to single occupant vehicles..." The study includes a \$70,000 task (Task 2) to provide the multi-modal Phase 2 component of the Solano-Napa Travel Demand Model (i.e. bus, ferry, rail, High Occupancy Vehicles (HOV), bicycle and pedestrian mode choices).

Discussion:

For various on-going planning and project development activities, the STA will continue to require on-going modeling services to run and maintain the model. This will include on-going model maintenance and conducting special modeling runs for various project development activities. An agreement with the City of Fairfield for Ken Harms, modeler, to continue to provide and conduct various special modeling runs appears to be the best way to meet STA's on-going modeling needs.

During the past two years, there has been an extensive amount of modeling work completed by the STA and Ken Harms in support of the STA's priority projects, particularly the many hours of work necessary to complete the traffic forecasts that were instrumental in completing modeling for the I-80/I-680/I-780 Corridor Study, North Connector, Jepson Parkway and SR 12 West (Jameson Canyon). The previous agreement authorized up to 1,000 hours of modeling work by Ken Harms each fiscal year.

The previous modeling contract with the City of Fairfield expired on June 30, 2005. Three additional potential optional years (e.g. 2005-06, 2006-07 and 2007-08) were also authorized by the STA Board on March 10, 2004 when the last modeling contract was authorized. Based on a proposed \$65,000 for each of the next two fiscal years, a new proposed scope of work has been prepared (Attachment A). It assumes that the resources for approximately one-third of the

modeler's available work time, or about 700 hours of time commitment each fiscal year (2005-06 and 2006-07) would be provided. An additional optional third year (2007-08) is also proposed to be included in the new contract for \$65,000, subject to future additional budget authority from the STA Board. The proposed agreement would reduce the annual contract amount from \$80,000 to \$65,000 but would also reduce the hours of modeling work from 1,000 hours a year to 700 hours a year to compensate for the decrease in funding.

Recently, the Metropolitan Transportation Commission (MTC) secured a grant for the "Smarter Growth along the I-80/Capitol Corridor" study. As part of that grant, \$70,000 of resources will be made available to develop the Solano-Napa Travel Demand Model (Phase 2 transit component) and to allow the STA to better incorporate alternative modes of transportation in its modeling projections.

The total cost estimate of the Phase 2 model work is estimated to be \$100,000. To provide the full \$100,000 STA estimates will be needed to complete the Phase 2 model, a \$70,000 funding agreement with MTC is proposed over two fiscal years between STA and MTC. Caltrans has indicated that they would allow STA to conduct the Phase 2 Transit Modeling work under a subrecipient agreement with MTC. STA would agree to comply with all federal bidding, contracting and audit requirements contained in the overall planning grant agreement between MTC and Caltrans. In return, MTC would provide \$70,000 of federal funds from the grant to match STA's \$30,000 of local funds. STA will hire a modeling consultant to complete Phase 2 of the model.

Preliminary scopes of work for both with City of Fairfield and the Phase 2 Modeling Funding Agreement are attached.

Fiscal Impact:

\$80,000 of modeling services each year was included in both the FY 2005-06 STA budget as well as the proposed FY 2006-07 STA budget. Annual modeling funds are provided from the Transportation Development Act (\$60,000) and the Napa County Transportation Planning Agency (\$20,000).

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Enter into a modeling services contract for up to a total of \$130,000 with the City of Fairfield for specified modeling runs and services for FY 2005-06 and FY 2006-07 as described in Attachment A (maximum of \$65,000 each fiscal year), with an additional optional year for up to \$65,000 for FY 2007-08; and
2. Enter into a funding agreement with the Metropolitan Transportation Commission (MTC) to obtain \$70,000 of federal planning grant funds (combined with up to \$30,000 of STA's local matching funds) to complete the new Solano-Napa Travel Demand Model (Phase 2 transit component) as part of the "Smarter Growth along the I-80/Capitol Corridor" study; and
3. Issue a Request for Proposals for modeling services, select a consultant and enter into an agreement to complete Phase 2 of the new Solano-Napa Travel Demand Model as described in Attachment B at a cost not to exceed \$100,000.

Attachments:

- A. Proposed Scope of Work for Solano – Napa Countywide Travel Demand Model Agreement with City of Fairfield.
- B. Proposed Scope of Work for Funding Agreement with the Metropolitan Transportation Commission to complete the Solano-Napa Travel Demand Model (Phase 2 transit component).

Exhibit A

Solano Countywide Travel Demand Model Agreement with City of Fairfield Proposed Scope of Work for 2005-06 and 2006-07 (and Optional Year 2007-08)

Subject to input from the Solano Napa Modeling Subcommittee and final approval by the STA Executive Director and staff, the consultant shall provide 700 hours of service per fiscal year for various travel demand modeling services using the Solano Napa Travel Demand Model for the following tasks to be completed during 2005-06, and 2006-07 (and an optional year for 2007-08):

1. Model Maintenance

Provide on-going model maintenance activities for the Solano Napa Travel Demand Model as required by the STA, STA member agencies, NCTPA, MTC, and Caltrans. Activities shall include such activities as incorporating new jobs and housing units as projected in ABAG's Projections 2005 (and later Projections 2007), incorporating updated traffic counts as they become available, validating the model revisions to meet the requirements of MTC and Caltrans, and attending and participating in the Solano Napa Model Subcommittee and modeling meetings for the "Smarter Growth along the I-80/Capitol Corridor" study.

2. Designated Modeler

The City of Fairfield shall designate Ken Harms, modeler, assign him to work directly with STA staff and consultants and shall conduct STA modeling activities as a priority. Ken Harms shall meet with STA staff on at least a quarterly basis to set priorities for the current and following quarters. Monthly or quarterly invoices (at the latest) shall be submitted to the STA itemizing all hours and activities spent on STA/NCTPA modeling activities. If Mr. Harms is not available to work on priority activities related to the model for any extended period of time (i.e. more than a two week period), then the contract may be terminated at any time by either party with 14 days written notice to the other party.

3. Special Modeling Runs

Complete special modeling runs or "what if" scenarios for approximately 8-10 projects or studies each fiscal year as required for the proposed sales tax measures for Solano and Napa counties, the I-80/680/780 Corridor Study and Cordelia Truck Scales prioritization and implementation activities; EIS/R's, corridor studies and project study reports for the North Connector and State Route 12 (Jamieson Canyon and the SR 12 Realignment and Rio Vista Bridge Study/ Major Investment Study update); SR 29/12 and SR 12/29/221 interchanges, Jepson Parkway, SR 113 Major Investment and Corridor Study, the Turner Overcrossing/I-80 HOV lane project and the Church Road/SR 12 intersection, and the 2007 Solano Congestion Management Program, Solano Comprehensive Transportation Plan and Napa Strategic Plan updates.

4. Graphics

Prepare graphics illustrating existing and projected traffic volumes and levels of service for 2000, 2005, 2010, 2015, 2020, 2025, 2030 and 2035 (when regional and local data is available) for both Solano and Napa counties.

5. Technical Reports

Submit reports as required to the Solano Transportation Authority (STA), Napa County Transportation Planning Agency (NCTPA), Caltrans and the Metropolitan Transportation Commission (MTC) including all major findings, validations, calibrations and projections of any substantial revisions to the Phase 1 Model. Incorporate any necessary technical changes requested by MTC, Caltrans, or STA in accordance with the “MTC’s CMP Traffic Modeling Consistency Checklist” and other accepted modeling standards and practices of Caltrans, FHWA and other state, federal, regional and local agencies.

6. Support to STA and NCTPA Boards and Committees

Provide support assistance to the STA and NCTPA staff as part of presentations on the major findings of the model to the STA TAC and NCTPA TAC, Modeling Subcommittee, Arterials, Highways and Freeways Committee, Transit Committee, Alternative Modes Committee, citizen committees and STA Board.

7. Input on Phase 2 Transit Model

Assist the STA, MTC and its consultants provide input for the new a multi-modal travel demand model (Phase 2) model.

8. Microsimulation Model Program

Purchase, develop and use a micro-simulation modeling program (i.e. VISSIM) for the STA, NCTPA, member agency modelers and partnership agencies.

9. Hard and electronic copy of all technical data files

No substantial changes to the base model shall be made without STA and NCTPA Board approval. The modeler shall provide STA, NCTPA, Caltrans and MTC with a complete hard copy and electronic copy of all technical data files of the any proposed model updates including but not limited to existing and projected housing units and jobs, mode split, existing and projected traffic volumes, traffic analysis zones, gateway volumes, method of validation, and other related data files for review by the STA TAC, NCTPA TAC, Solano Napa Model TAC and approval by the STA Board and NCTPA Board.

Exhibit B

Proposed Scope of Work for Subrecipient Agreement with the Metropolitan Transportation Commission (MTC) for \$70,000 of Federal Funding to complete Task 2 “Smarter Growth Study along the I-80/Capitol Corridor” Study and to prepare the Solano-Napa Travel Demand Model (Phase 2 Transit Component)

Subject to input from the MTC and final approval by the STA Executive Director and staff, STA will enter into a funding agreement with MTC to obtain a qualified modeling consultant to prepare the Solano-Napa Travel Demand Model (Phase 2 Transit Component) to the year 2030 (or 2035 if data is available) as part of the “Smarter Growth along the I-80/Capitol Corridor” for \$70,000 study of federal funds including the following major tasks:

1. Develop Final Transit Network

Based upon work already completed as part of the Solano-Napa Travel Demand Model (Phase 1) prepared using the “Cube” program, check the transit routing and frequencies before the transit calibration begins.

Bus, rail, ferry, bicycle, pedestrian services and facilities will also need to be included as separate networks for each alternative mode. The consultant will need to contact each transit operator and the Solano Napa Commuter Information (SNCI) Program (i.e. bus, carpool/vanpools, Baylink Ferry and Capitol Corridor) to obtain ridership and mode of access information of any kind (including park and ride lot utilization).

Deliverable: Final transit network plots

2. Prepare Phase 2 Calibration of Highway and Transit Element

Revisit the overall transit and alternative modes forecasting targets of the model. Utilize all additional and current survey and census data on mode shares for comparison.

Develop a method to provide the most optimum method for assigning multiple transit paths between the counties and cities based on mode type. Consider using a route/mode allocation method using trip tables, weights, and perhaps even quality and reliability of service. Incorporate possible “pivot point” methods for a number of transit studies, based on existing transit ridership and market sizes, with elasticities assigned to changes in travel time, cost, connectivity and reliability.

Deliverable: Memo describing calibration approaches and findings

3. Prepare Phase 2 Highway, Transit and Other Alternative Mode Forecasts for Horizon Years

Based on feedback from the calibrated transit model, prepare the revised Highway and Transit forecast for horizon years including 2005, 2010, 2015, 2020, 20025, 2030, and 2035. Incorporate the most current set of ABAG and MTC travel behavior assumptions. This may require another round of land use and transportation project assumptions to be reviewed by local STA and NCTPA jurisdictions.

Deliverable: Draft model forecast results

4. **Refine Phase 2 Model and Prepare Final Forecasts**
Once the draft final forecasts are provided, the consultant will provide an additional round of local review and comments, and then produce the final model forecasts.

Deliverable: Final model forecast results

5. **Submit Final Model Documentation**
Once the forecasts have been deemed acceptable, the final documentation will be developed and submitted by the consultant. The documentation will include a summary of inputs, model logic, interim model run comparisons at the trip distribution and mode choice stages, and final comparisons to actual transit, highway, carpool/vanpool, bicycle and pedestrian volumes.

Deliverable: Report – Documentation of Phase 2 Model

6. **Provide “What if” Modeling Scenarios for the “Smarter Growth along the I-80/Capitol Corridor” Study**
As part of the consultant team for the “Smarter Growth Study along the I-80/Capitol Corridor”, develop three “what if” modeling scenarios and a technical report to help determine what type of transportation investments and land use changes would make the most significant differences for decreasing the growth rate of traffic congestion and increasing alternative mode ridership along the I-80 corridor including bus, rail, ferry, carpool/vanpool, bicycle and pedestrian mode choices.

Deliverable: Report on results and recommendations of the “what if” modeling scenarios prepared for the “Smarter Growth Study along the I-80/Capitol Corridor”

7. **Provide Input on the Task 5 of “Smarter Growth along the I-80/Capitol Corridor” Study to Evaluate and Analyze Alternative Land Use Scenarios along the I-80/Capitol Corridor**
By September 2006, provide input on the development of Task 5 of the “Smarter Growth along the I-80/Capitol Corridor” study and assist in developing and analyzing alternative land use scenarios.

Deliverable: Review and provide input on Task 5 of the “Smarter Growth along the I-80/Capitol Corridor” study to evaluate and analyze alternative land use scenarios along the corridor.



DATE: November 16, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Proposed No Call/No Show Policy on Solano Paratransit

Background:

Fairfield-Suisun Transit (FST) operates Solano Paratransit on behalf of the Solano Transportation Authority (STA). Solano Paratransit operates Monday-Saturday providing intercity Paratransit service between the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas in the central and eastern portion of Solano County.

To maximize the efficient delivery of service, FST operates Solano Paratransit in conjunction with their local paratransit service: Dial-A-Ride Transit (DART). As such, policies are coordinated between the two systems. They both serve American for Disabilities Act (ADA) eligible clients exclusively.

Discussion:

In contrast to fixed-route transit services, to use paratransit services ADA eligible clients must call in and schedule a trip up to seven days prior to the travel day. Paratransit vehicles are scheduled to pick up these scheduled trips. A manifest is prepared for each driver to direct them to their pick-ups and drop-offs throughout a given day. Clients may try to schedule a same day trip, but there may not be capacity due to the scheduled trips.

Whether or not a trip is scheduled a week or a day ahead of the desired travel day, it will be honored if there is capacity in the paratransit system. Capacity is a function of schedule and space. For an example of lack of capacity due to scheduling, a paratransit vehicle may have five empty seats, yet if a passenger has made a reservation for Fairfield to Rio Vista before another person calls in for the same time frame, then the paratransit vehicle cannot pick up a person in Vacaville. Likewise, if all seats are already reserved, even if the passenger is making the same trip at the same time, the trip will be denied due to the lack of space.

If a scheduled trip needs to be cancelled, paratransit users are advised to cancel the trip by 5pm of the previous service day. When clients do not call and cancel a scheduled trip and are not at the scheduled location when the vehicle arrives, paratransit resources are wasted. This has become an increasing problem. A small number of patrons are responsible for the vast majority of missed trips. In an effort to increase paratransit efficiency and reduce cost, the proposed policy will implement a multi-faceted approach of both education and adverse action for excessive no-call cancellations and no-show missed trips. The policy is designed to emphasize correct behavior, minimize inefficiencies, and boost capacity.

The proposed No Call/No Show policy (Attachment A) allows for occasional, but not excessive, missed trips without penalty. The No Call/No Show policy is proposed to be implemented on both Solano Paratransit and DART. The City of Fairfield will review for approval the same policy on DART. The policy will be implemented on both services simultaneously.

In summary, a client's first No Call/No Show trip would result in an advisory message left at the scheduled pick-up location via a door hanger (Attachment B) and a call advising the client of the appropriate trip scheduling and cancellation process. After a second No Call/No Show trip in a 30-day rolling period, the client would receive a letter explaining how to use the paratransit system and how missed trips are detrimental to the paratransit system. After a third No Call/No Show, the client would remain eligible to call in for same day service but would be suspended for 90 days from making reservations. If there is a fourth missed trip in the 30-day rolling period, the client would no longer be eligible to use the Solano Paratransit or DART system for 30 days including same day service.

Missed trips cause system inefficiencies and reduce capacity of the system resulting in more expensive trip costs per hour and fewer passengers carried. Approving the proposed No Call/No Show policy will improve Solano Paratransit cost-effectiveness and increase service to paratransit clients.

Recommendation:

Recommend to the STA Board to approve a No Call/No Show Policy for Solano Paratransit.

Attachments:

- A. Proposed No Call/No Show Policy
- B. No Call/No Show Door Hanger

No Call/No Show Policy***November 2005*****POLICY**

To maximize the quantity and quality of paratransit service to the public, Fairfield/Suisun Transit (FST) must deliver services as efficiently as possible. This No Call/No Show policy is designed to minimize inefficiencies in the DART and Solano Paratransit systems. It addresses the inefficiency resulting from patrons reserving paratransit service and either no showing up, or not calling to cancel the requested trip before 5pm the day before. A trip that is not cancelled by 5pm the day before the pick-up is recorded as a "No Call."

When a paratransit vehicle arrives at the door for a scheduled pick-up and the patron is not present and/or not ready to ride or a trip is refused, the driver will leave a door hanger (Attachment A) with the date & time the driver was there. A follow-up call will be made by dispatch to answer any questions and insure the patron fully understands how to use the paratransit system.

If a given patron has more than one (1) missed trip in a rolling 30-day period, Fairfield/Suisun Transit will implement the following measures:

Upon notification from dispatch that a patron has missed two (2) trips, FST shall generate a letter explaining how to use the paratransit system, make and cancel a reservation. The letter will also explain how missed trips result in more expensive transit and less capacity.

Once FST is notified of a third missed trip, the patron will be removed from the subscription (auto-renewing of recurring reservations) list, if applicable; banned from being able to reinstate a subscription for six months; and suspended from making reservations for 90 days. A patron will still be able to call in, same day, for demand response service.

Should the patron miss a fourth trip, after being suspended from reservations (demand response), access to the paratransit system shall be suspended for 30 days.



**SOLANO PARATRANSIT
&
DART**

I came by to pick you up at

Time _____ Date _____

**You were not available.
Please be advised:**

This is considered a

“No Call / No Show”

**Three missed trips without calling
to cancel may affect your ability to
make reservations.**

**When you are not able to keep a
reservation, please call
707-429-2400.**

Signed _____



DATE: November 16, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Jennifer Tongson, Assistant Project Manager
RE: Project Study Report Overview

Background:

A Project Study Report (PSR) is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. Regardless of who will prepare the PSR, a meeting with Caltrans and the appropriate local entity (or entities) should be held.

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

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

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

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

The justification for the order of criteria is as follows:

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

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

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

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

Discussion:

STA staff has compiled a draft list of PSR candidate projects, which was presented to the STA Board in October. The STA has dedicated \$112,000 FY 2005-06 and \$125,000 in FY 2006-07 budgets for PSR work for future STIP eligible projects. The STA may perform one PSR per year or opt to combine the funds from the two years (\$237,000/project) to perform one larger PSR. Based on the STA Board’s discussion and direction provided in October, staff recommends the following PSRs for STA and Caltrans to conduct:

STA:

FY 2005-06:

- SR 12 and Church Road Improvements (PSR funded by STA)
- I-80 HOV Lanes from Carquinez Bridge to SR37/Turner Parkway Overcrossing (PSR funded by SAFETEA Demo Funds)

FY 2006-07:

- I-80 HOV Lanes from Air Base Parkway to I-505 (PSR funded by STA)

Caltrans:

- Eastbound/Westbound I-780 Stripe Aux Lanes – 2nd St. to 5th St.
- Phase II Truck Climbing Lane
- I-80 Pavement Rehabilitation – SR12 East (Fairfield) to Meridian Rd. (Vacaville)

Pending STA Board approval, staff will initiate RFPs for the SR12/Church Road and Turner Parkway Overcrossing PSRs in early 2006. Over the next couple of months, the STA will be working closely with Caltrans and local agencies to discuss prioritizing the projects on the Local PSR list that will require Caltrans oversight.

The STA TAC also discussed the State Highway Operational Protection Program (SHOPP) at their September meeting. Following the discussions from the TAC at their September meeting, the STA Board authorized to send a letter to Caltrans requesting the addition of the I-80 rehabilitation project between SR 12 East in Fairfield and Meridian Rd. in Vacaville for prioritization in the SHOPP's Pavement Rehabilitation category. A letter was also sent to the Minor Improvements section of the Caltrans SHOPP department requesting the EB/WB I-780 Stripe Aux Lane (2nd St. to 5th St.) project be included as a minor improvement project.

Recommendation:

Forward a recommendation to the STA Board to:

1. Initiate the PSR for the SR 12 and Church Road Improvements project in Rio Vista to be funded by the STA in FY 2005-06.
2. Authorize the STA to be the lead agency for the PSR for the I-80 HOV Lane/ Turner Parkway Overcrossing project in Vallejo to be funded by Federal SAFETEA Demo funds.
3. Designate I-80 HOV Lane – Air Base to I-505 or subsequent priority for next PSR to be funded and performed by the STA.
4. Recommend to the STA Board to recommend to Caltrans to conduct PSRs for the EB/WB I-780 Stripe Aux Lanes project from 2nd St. to 5th St., the Phase II Truck Climbing Lane project, and the I-80 pavement rehabilitation project from SR12 East (Fairfield) to Meridian Road (Vacaville).

Attachment:

- A. PSR Candidate Projects

PSR CANDIDATE PROJECTS

STIP (STA)

Project	Recommended for PSR	I-80/680/780 Corridor Study Priority	Project Cost (in millions)	FY
<i>SR 12 East – Church Road</i>	X	<i>(SR12 MIS)</i>	\$3-4	2005-06
<i>Turner Parkway Overcrossing (PSR Funded)¹</i>	X	30	\$38	2005-06
<i>WB I-80 HOV Lane – Carquinez Bridge to SR37¹</i>	X	23	\$15.7	2005-06
<i>EB I-80 HOV Lane – Carquinez Bridge to SR37¹</i>	X	24	\$32.3	2005-06
<i>I-80 HOV – Air Base to I-505</i>	X	25	\$111.2	2006-07
EB I-80 Aux Lanes – Travis Blvd to Air Base Pkwy		9	\$3.7	
WB I-80 Aux Lane – W. Texas St. to Abernathy Rd		13A	\$4.4	
WB I-80 Aux Lane – Waterman Blvd to Travis Blvd		13B	\$5.0	
I-80 Mix Flow Lane from SR12 E to Beck Ave		12	\$16.6	

¹ Funded by SAFETEA Demo funds

SHOPP (Caltrans)

Project	Recommended for PSR	I-80/680/780 Corridor Study Priority	Project Cost (in millions)
<i>EB/WB I-780 Stripe Aux Lane – 2nd St to 5th St</i>	X	20	\$0.2
<i>Phase II Truck Climbing Lane</i>	X		
<i>I-80 Pavement Rehabilitation – SR12 East (Fairfield) to Meridian Rd. (Vacaville)</i>	X		

Local with Caltrans Oversight

Project	Local Agency
I-780/Rose Dr/Columbus Pkwy	Benicia
I-80/Pitt School Road I/C	Dixon
I-80/SR113 and First St I/C	Dixon
I-80/West A St/Dixon Ave	Dixon
I-80/Pedrick	Dixon
I-80/N Texas St/Lyon Rd	Fairfield
I-80 California Dr O/C	Vacaville
I-80 Cherry Glen I/C	Vacaville
I-80 Vaca Valley I/C	Vacaville
I-80 American Canyon I/C (Hiddenbrook)	Vallejo
Curtola Park & Ride Lot	Vallejo
...	
...	



DATE: November 17, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Jennifer Tongson, Assistant Project Manager
RE: Initiation of Safe Routes to Schools Study (SR2S) and
Safe Routes to Transit (SR2T)

Background:

The STA adopted the Solano Travel Safety Plan, Phase 1 in July 2005. The Solano Travel Safety Plan identified vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identified pedestrian and bicycle accident rates in each jurisdiction. The Phase 1 Solano Travel Safety Plan is an update of the safety plan developed in 1998.

In September, the STA retained Alta Planning + Design to conduct the Safe Routes to Schools / Safe Routes to Transit (SR2S/SR2T) Study, Phase 2 of the Solano Travel Safety Plan, which will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T).

The Safe Routes to Schools (SR2S) program is a construction program intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. Eligible projects include capital improvement projects as well as education, enforcement and encouragement activities that are incidental to the overall cost of the project, such as developing safety and health awareness materials and education programs. The program dedicates funding for six categories of projects:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian/bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle/pedestrian facilities
- Traffic diversion improvements

The STA's Safe Routes to Transit (SR2T) Program is aimed at improving the safety and convenience of pedestrian and bike paths to transit stations throughout Solano County. The program will be funded from both the Regional Measure 2 (RM 2) Program and from potential future local sales tax funds for transportation. RM 2 dedicates \$20M to SR2T projects. Eligible SR2T projects for both RM 2 funds and future local sales tax funds include the following, with the exception that RM 2 projects must have a "bridge nexus" (i.e. reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods):

- Secure bicycle storage at transit stations/stops/pods;
- Safety enhancements for ped/bike station access to transit stations/stops/pods;
- Removal of ped/bike barriers near transit stations;
- and Systemwide transit enhancements to accommodate bicyclists or pedestrians.

The major transit hubs in Solano County include:

- Vallejo Ferry Terminal;
- Curtola Park and Ride Lot, Vallejo;
- York & Marin Park and Ride Lot, Vallejo;
- Sereno Transit Center, Vallejo;
- Fairfield Transportation Center and Park and Ride Lot;
- Suisun City-Fairfield Amtrak Station;
- Vacaville Regional Transportation Center / Davis St. Park and Ride Lot.

Future transit sites could include the Benicia Intermodal Station, the Dixon Intermodal and a Rio Vista Transit stop near SR 12.

Discussion:

Alta, the project consultant, is currently in the process of gathering and reviewing existing safety, bicycle, pedestrian, transit, and local SR2S and SR2T plans. STA and Alta are requesting additional information from the local agencies to assist in developing an existing conditions report. The information requested is intended to 1) establish a snapshot of existing and programmed SR2S and SR2T projects/programs in Solano County to serve as a benchmark for the study; 2) compile a list of planned/proposed SR2S and SR2T projects that local agencies will be seeking future funding to implement; and 3) acquire any available existing bicycle/pedestrian collision or count data in order to assist in prioritizing future project needs. Attachment A is a memo listing the information being requested as well as a summary form for submitting information. STA will coordinate with local agencies to complete the summary forms, with a deadline for submittal by **Friday, December 16, 2005.**

In January and February, 2006, STA and Alta are proposing to coordinate an extensive public input process. The outreach effort will allow us to gather input from local agencies, school districts, and the public on existing and planned efforts, as well as other local needs and potential SR2S and SR2T projects. The outreach effort will target local city councils, Solano County school boards and institutions, the Solano County Board of Supervisors, the STA Board, SolanoLinks Transit Consortium, the STA TAC, BAC, PAC, and PCC. A draft outreach program is shown as Attachment B.

Recommendation:

Forward a recommendation to the STA Board to approve the SR2S/SR2T Outreach Program.

Attachments:

- A. Memorandum, SR2S/SR2T Local Agency/Organization Information Request
- B. Draft SR2S/SR2T Outreach Program

MEMORANDUM

TO: Contact Name, Local Agency

FROM: Jennifer Tongson

DATE: November 15, 2005

RE: STA Safe Routes to School and Transit
Local Agency/Organization Information Request

The Solano Transportation Authority is beginning a year long process to create a Countywide Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T) Study, which will serve as Phase II of the Solano County Travel Safety Plan. STA recognizes the limited regional, State, and Federal funding available to implement SR2S and SR2T projects, and wants to facilitate a coordinated implementation plan to maximize funding resources within the county. The overall goal of this Study is to identify and prioritize a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for SR2S and SR2T funding programs.

Safe Routes to School (SR2S) Projects are defined as projects within the vicinity of schools that are intended to improve pedestrian/bicyclist safety and increase the number of students walking and bicycling. Examples of capital projects include: crossing enhancements, warning signage, sidewalk or pathway construction, or pick-up/drop-off area modifications. Programmatic components of SR2S efforts include educational and encouragement activities, such as Walk/Bike to School Days or Bicycle Safety Rodeos, and traffic enforcement efforts focused around school areas.

Safe Routes to Transit (SR2T) Projects are defined as being within "close proximity" of a transit station or hub. Examples of projects are the same as Safe Routes to Transit, however they are located adjacent to transit stations or hubs. They can also include safety projects that remove perceived barriers to transit such as providing improved lighting at dawn or dusk hours, additional bike parking facilities or incentive programs such as "Free Bikes on Transit Month".

This information request is intended to 1) establish a snapshot of existing and programmed SR2S and SR2T projects/programs in Solano County to serve as a benchmark for the study; 2) compile a list of planned/proposed SR2S and SR2T projects that local agencies will be seeking future funding to implement; and 3) acquire any available existing bicycle/pedestrian collision or count data in order to assist in prioritizing future project needs.

A. Existing, Programmed, and Planned SR2S and SR2T Projects

Please provide information on any existing, programmed, and proposed Safe Routes to School or Safe Routes to Transit projects within your jurisdiction. These can include capital projects, as well as ongoing programs such as educational or outreach efforts.

A template is provided on the next page for briefly summarizing project components. Projects should be designated as:

- Existing – capital projects constructed within the last 3 years (or currently under construction), or current/ongoing programs
- Programmed – projects/programs that have been funded but not yet implemented
- Planned/Proposed – projects that have been identified in a plan or study, but are not yet funded.

Please fill out as much information for each project as possible. Copy additional sheets as needed.

B. Existing Bicycle and Pedestrian Counts and Collision Data

In order to assist us in identifying high-priority locations for SR2S and SR2T improvements, we are also seeking to identify locations that have high pedestrian and bicycle usage rates and/or high pedestrian and bicycle collision rates. If available, please provide the following:

- Pedestrian or bicycle collision summary data, specifically in the vicinity of schools and transit hubs
- Pedestrian or bicycle count summary data, specifically for the vicinity of schools and transit hubs.

We would prefer this information electronically, but hard copies are acceptable if that is all that is available.

C. Existing Plans or Studies

Does your jurisdiction have existing plans, studies, or other documents that should be referenced in the Countywide SR2S or SR2T Study? If so, please provide STA with a copy of the document (or relevant sections), and list the plan titles and year.

SR2S and SR2T Project Summary Form (copy additional sheets if necessary)

Project/Program Name			
Type of Project	<input type="checkbox"/> Safe Routes to School		<input type="checkbox"/> Safe Routes to Transit
Status	<input type="checkbox"/> Existing (constructed within the past 3 years) <input type="checkbox"/> Programmed (funded but not constructed) <input type="checkbox"/> Planned (identified in a plan, study, etc. but not yet funded)		
Lead Agency/Department			
Project Location			
Description/Purpose			
Project/Program Cost (or cost estimate)			
Date Constructed (or estimated)		Duration (if Program)	
Project Contact Information: Name; Email; Phone; Address			

Project/Program Name			
Type of Project	<input type="checkbox"/> Safe Routes to School		<input type="checkbox"/> Safe Routes to Transit
Status	<input type="checkbox"/> Existing (constructed within the past 3 years) <input type="checkbox"/> Programmed (funded but not constructed) <input type="checkbox"/> Planned (identified in a plan, study, etc. but not yet funded)		
Lead Agency/Department			
Project Location			
Description/Purpose			
Project/Program Cost (or cost estimate)			
Date Constructed (or estimated)		Duration (if Program)	
Project Contact Information: Name; Email; Phone; Address			

DRAFT SOLANO SAFE ROUTES TO SCHOOLS/SAFE ROUTES TO TRANSIT OUTREACH PROGRAM

In January and February, 2006, the Solano Transportation Authority and Alta Planning + Design will provide presentations and prepare a public outreach effort to solicit potential SR2S projects from city/county councils, school districts, and other involved communities. Additional presentations may be required for the Bicycle Advisory Committee, the Pedestrian Advisory Committee, the SolanoLinks Intercity Transit Consortium, the STA Technical Advisory Committee, and the STA Board.

Target-Agencies for SR2S/SR2T Outreach Program:

Solano Transportation Authority:

- STA Board of Directors
- SolanoLinks Transit Consortium
- STA Technical Advisory Committee (TAC)
- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Committee (PAC)
- Paratransit Coordinating Council (PCC)

Local Agencies (City Councils/Board of Supervisors, Public Works Depts., Law Enforcement Agencies, etc.):

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

Solano County School Boards:

- Benicia Unified School District
- Dixon Unified School District
- Fairfield/Suisun Unified School District
- River Delta Unified School District
- Travis Unified School District
- Vacaville Unified School District
- Vallejo City Unified School District
- Solano Community College
- Solano County Office of Education
- Various Colleges and Adult Education Institutions



DATE: November 14, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – November 2005 and Adoption of STA’s 2006 Legislative Priorities and Platform

Background:

Each year, the 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, D.C.

To help ensure the STA’s transportation policies and priorities are consensus-based, the STA’s Legislative Platform and Priorities is first developed in a draft form and then distributed to member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The Draft 2006 Legislative Platform and Priorities was provided to the STA TAC and Consortium on September 28, 2005 for review and comment and was reviewed by the STA Board on October 12, 2005. 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:

The 2005 legislative year is now over until the state legislature reconvenes on January 4, 2006. The Governor vetoed the four bills regarding the levy of vehicle registration fees that the STA Board took a Watch position on. All the other bills the STA Board took a Watch or Support position on are also dead. A current Legislative Matrix is included as Attachment A.

Included as Attachment B is the STA’s Final Draft 2006 Legislative Priorities and Platform which includes recommended changes from the draft submitted for review by the STA Board on October 12, 2005. The additions have been noted in **bold** and recommended deletions with a ~~strikethrough~~.

The deadline for submission of comments is November 21, 2005. As of November 14, one comment had been submitted by the Alameda County Transportation Authority. Legislative Platform Item V.6. Funding was amended to clarify the intent of the platform.

Advocate for primacy of general transportation infrastructure funding over **new** high-speed rail project and **new regionally sponsored ferry services through the** Bay Area Ferry Authority.

Recommendation:

Forward the Final Draft 2006 Legislative Priorities and Platform to the STA Board for approval.

Attachments:

- A. Legislative Matrix, November 2005
- B. STA’s Final Draft 2006 Legislative Priorities and Platform with **Bold** and ~~Strikethroughs~~ (dated 11/10/05)

**Solano Transportation Authority
Legislative Matrix
November, 2005**

State Legislation

Highlighting indicates bills that have been approved by the Legislature.

State Legislation Bill/Author	Subject	Status	STA Position
AB 850 (Canciamilla) Toll Road Agreements	This bill would allow the Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes.	ASM Appropriations, held under submission 5/25/05	Watch closely 06/08/05
AB 1208 (Yee) Local vehicle registration fee: San Francisco	Authorizes the City and County of San Francisco Board of Supervisors to impose a fee in an amount to be established by the board to be paid at the time of registration or renewal of every vehicle registered at an address within the city and county of San Francisco. Provides that the funds may be used for the construction, improvement, operation, and maintenance of local streets and highways in the county. (Amended 4/14/05)	Vetoed by Governor 10/07/05	Watch 09/14/05
AB 1266 (Niello) State highways: design-sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations, held under submission 5/25/05	Support 06/08/05
AB 1623 (Klehs) County vehicle registration fee: Alameda, Contra Costa, Marin, Napa and Sacramento	Authorizes the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of the environmental impacts of motor vehicles within that county. Specifies that only environmental programs that directly relate to the impacts of motor vehicles are eligible for funding. (Amended 6/28/05)	Vetoed by Governor 10/07/05	Watch 09/14/05

State Legislation Bill/Author	Subject	Status	STA Position
ACA 4 (Plescia and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Comm. on Transportation 5/10/05	Support 02/09/05
ACA 7 (Nation) Local Gov. Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations ref. to APR suspense file 5/25/05	Support 02/09/05
ACA 10 (Nunez) Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee 3/18/05	Watch 05/11/05
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	Referred to Committee on Transportation 4/21/05	Watch 05/11/05
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	ASM read third time, refused passage. Motion to reconsider on next leg day 9/8/05	Request comments from cities & counties 05/11/05
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	ASM Committee on Transportation 6/13/05	Watch 05/11/05

State Legislation Bill/Author	Subject	Status	STA Position
SB 371 (Torlakson/Runner) Design-build contracts: transportation entities	Would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects.	SEN Appropriations, held under submission 5/26/05	Support 07/13/05
SB 658 (Kuehl) Bay & coastal motor vehicle mitigation program	Would make available a coordinated state-local funding option for addressing a range of environmental problems resulting from motor vehicles and their associated infrastructure in coastal and bay counties. Authorizes the Coastal Environment Motor Vehicle Mitigation Program, administered by both the state and participating counties, which would enable counties to opt into a dedicated funding source to support appropriate projects. Motor vehicle registration fee of up to \$6/year would be collected only in counties where the Board of Supervisors votes to participate in the program. Funds could only be used for projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure. Program would sunset in 2020.	Vetoed by Governor 10/07/05	Watch 09/14/05
SB 680 (Simitian) Santa Clara County vehicle registration fees	Authorizes the Santa Clara Valley Transportation Authority (VTA) board of directors, beginning July 1, 2006, to impose (by a 2/3 vote) an annual fee of up to \$5 on each motor vehicle registered within Santa Clara County. Fee would terminate July 1, 2014. Revenues generated by the fee would go towards a program of projects to be adopted by the VTA that would be based on street and highway improvement projects specified in the county's congestion management program and transit improvements specified in the Caltrain Joint Powers Board Rapid Rail Program. Requires VTA to provide a report to the Legislature on the impact of the fee and its cost-effectiveness by July 1, 2013. (Amended 4/12/05)	Vetoed by Governor 10/07/05	Watch 09/14/05
SB 705 (Runner) Design Build Contracts	Would authorize the Dept. of Transp. to contract using the design-build process, as defined, for design and construction of transportation projects. Bill would require establishing a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (4/19/05 hearing cancelled at request of author)	Support in Concept 06/08/05
SB 1024 (Perata) Seismic Retrofit Improvements: Bond Measure	This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.	SEN read third time; amended; to third reading 9/8/05	Watch 05/11/05

California Legislature
2005-06 Regular Session Calendar

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

Solano Transportation Authority
FINAL DRAFT 2006 Legislative Priorities and Platform
 (November 14, 2005)

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County, such as SB 1024, Seismic Retrofit Bond Act.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
 - a. I-80/I-680/SR 12 Interchange *
 - I-80 HOV Lane
 - North Connector
 - Cordelia Truck Scales
 - 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
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge or modify MTC and ABAG governing boards and their respective responsibilities.
6. Monitor and support legislation increasing the percentage of STIP funds from 1% to 5% to be used for project development activities associated with Planning, Programming and Monitoring (PPM)
7. Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and monitor RM 2 clean-up legislation to ensure Solano County's priorities and representation are maintained, including use of funding for HOV lanes on I-80 from Al Zampa Bridge to I-780, the Benicia Intermodal Station pertaining to CCJPB Intercity rail service and regional rail.
8. Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.
9. Support federal and state legislation that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales)

* *Federal Priority Projects*

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

I. Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by EPA.
2. 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.
3. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
4. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
5. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
6. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
7. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
9. 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. 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. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

III. Congestion Management

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

IV. 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.

V. 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 **new** high-speed rail project and **new regionally sponsored ferry services through the** 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.

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

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 ongoing efforts to protect and enhance federal funding provided by SAFETEA-LU, and to ensure that the federal government provides a fair share return of funding to California.
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.
16. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

VI. Liability

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

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

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 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.

DRAFT 2006 STA LEGISLATIVE PRIORITIES AND PLATFORM

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 2006 ballot.

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 and levee repair and other flood protection.

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.

DRAFT 2006 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.



DATE: November 17, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Status of Development of County Transportation Expenditure Plan (CTEP) and Review of Plan Elements

Background:

On November 2, 2004, Measure A received the support of 63.88% of Solano County voters, but failed to attain the necessary 66.7% percent support required for passage. This marked the second time that Solano County has placed a half cent sales tax measure for transportation on the ballot, but has not achieved the supermajority voter threshold of 2/3 necessary for passage.

On Thursday, February 17, 2005, the Solano Transportation Authority (STA) Board held a retreat at the Travis Credit Union in Vacaville. All eight STA Board Members and five Board Alternates were in attendance. At the Board Retreat, STA staff provided a series of informational presentations including the following topic, "Follow up to Measure A – Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source." Board Members provided the following comments:

- Solano Transportation Improvement Authority (STIA) should survey the public/voters and move forward with a follow up effort
- Concern about continuing distrust of government
- Need to pay attention to cities where Measure A did not pass
- Should consider addressing both transportation and regional parks together and providing incentives for cities to link transportation improvement to land use
- Focus on obtaining support on 3% needed for passage
- Narrow down the list of projects to those that have overwhelming support – such as I-80/680 – do not increase the list of projects
- 64% support is not a failure, STA has developed some trust with the public and we should cautiously move forward with a follow up measure
- Interested in local transit linkages to the Capitol Corridor

On April 13, 2005, the STA Board authorized the Executive Director to retain consultants for the following tasks related to the development of a CTEP:

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

In order to ensure that the supplemental amendment to the Programmatic EIR for the 2005 CTEP is completed in a timely manner, the STIA Board conducted a public scoping meeting and review of projects to be included in the document at the May 2005 Board

meeting. The Draft Supplemental PEIR was then released on June 5, 2005 and members of the TAC and the public were requested to provide comments between June 5, 2005 and July 3, 2005.

On July 13, 2005, the Solano Transportation Improvement Authority (STIA) voted to not place a follow up measure on the ballot for the November 2005 election, but provided staff direction to extend the public input process and the development of an expenditure plan for the June 2006 or November 2006 ballot.

FORMULA FOR ALLOCATION OF RETURN TO SOURCE FUNDS

As part of the development of the expenditure plan for Measure A, staff worked with the TAC to develop separate allocation formulas for local streets and roads maintenance funds and the more flexible local return to source funds. Due to the flexibility of local return to source funds, an allocation formula based on population averaged over the 30 years of the measure was adopted. As part of this action, a policy to review and reconsider the policy for allocation of funds for local return to source projects was to be undertaken every ten years as part of the review of the County Transportation Expenditure Plan.

FORMULA FOR ALLOCATION OF LOCAL STREETS & ROADS MAINTENANCE FUNDS

After reviewing and discussing several options presented by staff and discussed and debated by the TAC, the STA Board adopted an allocation formula for local streets and roads funding based on 66.7% population and 33.3% center lane miles. This 2 to 1 allocation formula utilized for Measure A was a modification of the formula included as part of the expenditure plan for Measure E (2002) which used a 1.5 population to 1 center lane miles formula.

In preparation for the development of the expenditure plan for Measure A, members of the TAC spend a significant amount of time reviewing, discussing and ultimately recommending policies to guide the allocation of Local Return to Source funds and Local Streets and Roads funding. In July of 2005, the TAC forwarded a recommendation to the STA Board to reaffirm the Board's support for an allocation of Local Return to Source Funding based on each jurisdiction's population and an allocation of Local Streets and Roads funding based on a combination of population (66.7%) and center lane miles (33.3%).

Discussion:

In accordance with STIA Board direction, staff scheduled and coordinated seven community input meetings, one in each city, and two meetings of a Citizen's Advisory Committee comprised of representatives from 62 interest and community groups. In December 2005, STA staff and consultants will be updating project cost estimates and funding plans for each potential project to be included in the expenditure plan. Currently, staff is waiting for direction from the STIA Board to pursue placement of the Sales Tax Measure on the ballot for the June or November 2006 ballot. In order to ensure that a draft CTEP is ready for the public input process that would need to occur prior to adoption by the STIA Board sometime in early to mid 2006, staff will provide the TAC

with an update of the public input process, the public comments provided to date, updated project cost estimates, and potential recommended allocation options for the various components of the CTEP.

Recommendation:
Informational.



DATE: November 14, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement

Background:

The STA's I-80/I-680/I-780 Transit Corridor Study identified eight intercity bus routes in Solano County, some of which are subsidized by more than one jurisdiction. The basis for the existing subsidy sharing for these routes varies. The Transit Corridor Study recommended developing an annual and multi-year funding agreement (MOU) for intercity transit services as a part of the next steps following completion of the study.

Of the eight intercity bus routes in service at the time of the Transit Corridor Study, six had subsidy sharing arrangements among the participating jurisdictions. Seven of the eight local jurisdictions contribute Transportation Development Act (TDA) funding for the intercity fixed route services operated by one of three transit operators; the exception is the City of Rio Vista. The subsidy shares are negotiated in agreements among the participants, some of which are documented and others are not. With the addition of Regional Measure 2 (RM2) funded service, there is now a ninth intercity transit route – Vallejo Transit Rt. 92.

As listed below, the STA has been managing, marketing, and coordinating a variety of transit studies and services in the past five years as well as taking a leadership role in coordinating transit funding in the county in partnership with Solano County's transit operators.

- STA manages two transit services: Rt. 30 and Solano Paratransit which are funded by multiple agencies; (and operated by Fairfield/Suisun Transit)
- STA will manage the allocation of new Lifeline Program Funds;
- STA funds and assists local transit studies;
- STA markets and promotes transit through SolanoLinks and SNCI programs;
- STA coordinates the Solano County Transportation Development Act (TDA) claims and allocates STAF project funding which includes funding for intercity bus routes; Unmet Transit Needs process; SolanoWORKs Plan and Implementation; and Community Based Organization Transportation Plans.

The STA's coordination of the annual multi-agency TDA matrix and the State Transit Assistance Fund's (STAF) project funding for the county has clarified and simplified the claims process locally and regionally. Having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County.

Transit agencies frequently have agreements among participating jurisdictions to share in the operating subsidies required for service to their communities. Earlier this year, STA's transit consultant, Nancy Whelan, conducted nationwide research and presented a summary of subsidy allocation factors and methodologies to the Transit Consortium.

Three subsidy sharing options with various factors were presented and one was selected for further testing. This methodology included ridership and vehicle miles as the key factors. Data was to be collected from the transit operators to test the draft formula. How to distribute the net cost of intercity transit routes is the issue at hand. The challenge is to develop a consistent methodology that is equitable to the transit operator as well as to the transit service's funding partners. The goal is to create on-going consistency for both parties.

Discussion:

At the October Transit Consortium meeting, six funding scenarios using three key factors were presented for discussion. The three key factors used were cost, population (in lieu of ridership which is not currently available) and mileage. Bus stops were used to further refine some of these funding scenarios.

A productive discussion came out at the Consortium meeting. One of the key inputs is the total cost of the intercity routes. Through the discussion, it was agreed that all three intercity transit operators should use the same methodology to determine the cost of each route. Once that has been completed along with further refine of revenue estimates, the net cost can be determined and the funding scenarios would be run again.

A second meeting was held on November 15. This was a working group meeting for the three intercity transit operators and the STA to work through the cost calculations. This will be followed by a special meeting with the full Consortium and interested TAC members to review the potential funding scenarios with the new inputs. A further update of the November 15 meeting will be provided at the November TAC and Consortium meetings.

Recommendation:

Informational.



DATE: November 14, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Public Hearing for FY 2006-07

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Four out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the four agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

Discussion:

The Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle has been scheduled for **Wednesday, December 7 at 5:45pm at the Suisun City Council Chambers**. STA has been working with MTC to complete an extensive mailing to notify organizations and individuals of this hearing. In addition, a meeting notice has been forwarded to Solano transit operators so that they can post this notice on their buses.

Transit operators are encouraged to attend. Following the public hearing and public comment period, MTC will summarize the key issues of concern and forward them to the STA to coordinate a response. STA staff will work with the affected transit operators to coordinate Solano County's coordinated response.

Recommendation:

Informational.



DATE: November 15, 2005
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Status of Congestion Management Program (CMP) Consistency Review
of Recently Submitted Development Projects

Background:

The Solano County Congestion Management Program (CMP) requires the STA to review all member agency general plan amendments and/or environmental impact documents for development projects that are not included in the currently adopted CMP model. For any amendments not included in the model, the STA may require the applicant to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the Level of Service (LOS) standards of the CMP be exceeded as a result of the new unanticipated projects, the STA can require a deficiency plan be prepared to mitigate the additional impacts on the countywide CMP system.

Discussion:

During the past year, the STA staff has been reviewing new development projects for consistency with the Solano Congestion Management Program (CMP). These projects are in various stages of general plan amendment, environmental studies and/or development review. The projects under CMP review are included in Attachment A. STA staff is currently reviewing these projects and has either had a meeting or a call with the city staff and/or developer, has already submitted a letter or is in the process of developing a comment letter requesting a special modeling run per the stipulation of the CMP. Copies of these letters are also provided to the STA Board member representing of the affected agency. If warranted, the sponsor will be required to pay for a special traffic modeling run to determine the actual impacts on the CMP network.

In addition, there are other future large projects the STA staff is aware of and plans to monitor and evaluate for CMP consistency as additional information becomes available (Attachment B).

On a periodic basis, STA staff will continue to provide updates to the STA Board, TAC, and the Solano City and County Planners Group on the status and consistency of any additional major new proposed projects that require a general plan amendment and/or CMP model run and analysis.

Recommendation:

Informational.

Attachments:

- A. CMP Consistency Review
- B. Future EIR or General Plan Review

CMP Consistency Review – As of 11-15-05

Jurisdiction	Project	Location	Review Status
Dixon	Dixon Downs/retail and office project	North Dixon Area near I-80	Draft EIR was received by the STA on September 26, 2005 and is currently under review; STA plans to submit comment letter by 11-30-05
Dixon	Milk Farm Project	Northeast quadrant of the I-80/North First Street/Currey Road Interchange	STA received Draft EIR on 11-8-05 and is preparing comment letter on CMP consistency
Fairfield	Villages at Fairfield Project	Northeast of Air Base Parkway and Air Base Parkway and North of the future Manual Campos Parkway	STA received a Draft EIR in March 2005 and submitted a CMP consistency comment letter on 4-25-05
Vacaville	Lagoon Valley	South Vacaville area/I-80	Draft EIR received by STA in March 2004; STA letter requesting special model run sent April 19, 2004; City has agreed to conduct special modeling run as part of Project Study Report (PSR) process and agreed to reference this commitment in Final EIR on project.
Vallejo	Bordoni Ranch	Columbus Parkway	Draft EIR received by STA in December 2004; STA letter requesting special model run sent 1-3-05; special modeling run was conducted by STA in May 2005; project was deemed consistent with CMP in letter from STA to City of Vallejo dated 9-14-05

Future EIR, General Plan or Development Review

Jurisdiction	Project	Location	Review Status
Fairfield	Allan Witt Project	Between West Texas Street and Woolner Avenue; East of Beck Avenue	STA staff has received presentations on the project; STA will be reviewing and commenting on the Draft EIR and General Plan Amendment (expected later in 2006).
Rio Vista	Del Rio Hills	South of S.R. 12/E. of Church Road	Special modeling run was conducted by the STA; STA has not yet received a Draft EIR or General Plan Amendment for review and comments.
Solano County	Rockville Trails Estates Project	East of Green Valley Road, North of Rockville Road	STA reviewed Notice of Public Scoping meeting on the draft EIR and GP Amendment; STA concluded that project would have nominal effect on CMP system and did not submit a comment letter.
Solano County	The Mills Company	Fairgrounds Drive and Turner Avenue	STA has met with developer a couple of times to provide preliminary comments on proposal; When Draft EIR and/or General Plan Amendment is prepared (probably in next 12 –18 months) STA will review and provide comments.



DATE: November 18, 2006
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 21st via email. Based on the response received, an updated transit matrix will be provided at the meeting.

2. Display Racks: SNCI maintains 109 display racks throughout Solano and Napa Counties. These racks are provided by SNCI and stocked with current transit, rideshare and bicycling materials. There are currently 81 display racks in Solano County, 26 display racks in Napa, and two in Davis. Staff has distributed 18,999 transit schedules and pieces of rideshare literature this fiscal year (July 2005 – October 2005).

3. Welfare to Work (Solano): The Low Income Flexible Transportation (LIFT) funding agreement between MTC and the City of Rio Vista for a CalWORKs vanpool project is in effect. The final agreement among the STA, City of Rio Vista, and the County of Solano who will be partners in implementing this project has been executed. The City of Rio Vista has approved a contract with Enterprise to supply the commuter vanpools via a lease agreement. The County is generating a new list of Rio Vista CalWORKs clients who will be the first contacted for this project.

4. Promotions: There are currently no regional promotions. The Bay Area Bicycle Coalition (BABC) was once again awarded the 2006 Bike to Work contract from the Metropolitan Transportation Commission (MTC). Staff will work with BABC and Solano and Napa Bicycle Advisory Committees to coordinate the 2006 Bike to Work Campaign. Bike to Work Day will be held on Thursday, May 18, 2006.

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 the Fairfield-Suisun Chamber of Commerce Member Blender, Schurman Fine Papers Benefits Fair, Vallejo Farmer's Market, St. Helena Hospital Benefits Fair, and Napa Valley College Job Fair.

Recommendation:

Informational.

