

**TECHNICAL ADVISORY COMMITTEE
AGENDA**

**1:30 p.m., Wednesday, December 1, 2004
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA**

STAFF PERSON

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| I. CALL TO ORDER | Daryl Halls, Chair |
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| II. APPROVAL OF AGENDA | |
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| III. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 -1:35 p.m.) | |
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| IV. REPORTS FROM CALTRANS, MTC, STA AND TRANSIT CONSORTIUM
(1:35 -1:40 p.m.) | |
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| V. CONSENT CALENDAR
<i>Recommendation: Approve the following consent items in one motion.</i>
(1:40 – 1:45 p.m.) | |
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| A. Minutes of the TAC Meeting of September 29, 2004–
Pg. 1
<i>Recommendation:</i>
<i>Approve minutes of September 29, 2004.</i> | Johanna Masielat |
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| B. STA Board Meeting Highlights – Pg. 7
October 13, 2004
<i>Informational</i> | Kim Cassidy |
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| C. STIA Board Meeting Highlights – Pg. 11
October 13, 2004
<i>Informational</i> | Kim Cassidy |
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| D. Updated STA Meeting Schedule for 2004 - Pg. 13
<i>Informational</i> | Karen Koelling |

E. Funding Opportunities Summary- Pg. 15 Sam Shelton
Informational

F. Surplus of One Solano Paratransit Vehicle - Pg. 20 Mike Duncan
Recommendation:
Recommend the STA Board of Directors approve Resolution No. 2004- _ “A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle”.

VI. ACTION ITEMS

A. Letter of Support to MTC for Caltrans Partnership Planning Grant/”Smarter Growth Along the I-80/Capitol Corridor” Dan Christians
Recommendation:
Recommend the STA Board to approve a Letter of Support to MTC for Caltrans Partnership Planning Grant/”Smarter Growth Along the I-80/Capitol Corridor”
(1:45 – 1:55 p.m.) – Pg. 23

B. Countywide TLC Planning Grants Call for Projects Robert Guerrero
Recommendation:
Recommend the STA Board issue a ‘Call for Projects’ for Countywide TLC Planning Grants.
(1:55 – 2:05 p.m.) – Pg. 35

C. Proposed 2005 Legislative Priorities and Platform Daryl Halls
Recommendation:
Forward the Proposed STA 2005 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30 day review and comment.
(2:05 – 2:15 p.m.) – Pg. 47

D. Small UZA Payback Plan Mike Duncan
Recommendation:
Recommend the STA Board authorize the Chair forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.
(2:15 – 2:25 p.m.) – Pg. 57

VII. INFORMATION ITEMS

A. Funding for Transit Element of the Comprehensive Transportation Plan Elizabeth Richards
Informational (2:25 – 2:35 p.m.) – Pg. 61

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|--|---|
| <p>B. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)
 <i>Informational</i> (2:35– 2:45 p.m.) – Pg. 74</p> | <p>Dan Christians/
Joe Story, DKS</p> |
| <p>C. Wrap up of Results of Measure A
 <i>Informational</i> (2:45 – 2:50 p.m.) – Pg. 83</p> | <p>Daryl Halls</p> |
| <p>D. STIP-TIP Financial Constraint
 <i>Informational</i> (2:50 - 2:55 p.m.) – Pg. 85</p> | <p>Mike Duncan</p> |
| <p>E. Accelerated Project Delivery
 <i>Informational</i> (2:55 – 3:00 p.m.) – Pg. 93</p> | <p>Mike Duncan</p> |
| <p>F. Highway Projects Status Report</p> <ol style="list-style-type: none"> 1.) I-80/I-680/SR 12 Interchange 2.) North Connector 3.) I-80/I-680/I-780 MIS/Corridor Study 4.) I-80/I-680/I-780 Transit Corridor Study 5.) Caltrans Auxiliary Lanes Project 6.) Jepson Parkway 7.) Highway 37 8.) Highway 12 (Jameson Canyon and 12/29 Interchange) 9.) Highway 12 (East) 10) I-80 Widening (Dixon to Vacaville) <p><i>Informational</i> (3:00 – 3:05p.m.) – Pg. 95</p> | <p>Mike Duncan</p> |
| <p>G. Regional Measure 2 (RM2) Update and Revisions
 <i>Informational</i> (3:05 – 3:10 p.m.) – Pg. 99</p> | <p>Mike Duncan</p> |
| <p>H. Final Review of the Needs Assessments in the Arterials, Highways and Freeways Element of the CTP 2030
 <i>Informational</i> (3:10 – 3:15 p.m.) – Pg. 156</p> | <p>Sam Shelton</p> |

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee will be at **1:30 p.m. on Wednesday, December 22, 2004.**



**TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting of
September 29, 2004**

I. CALL TO ORDER

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

Present:

TAC Members Present:	Michael Throne	City of Benicia
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Robert Meleg	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Ed Huestis	City of Vacaville
John Bunch	City of Vallejo
Birgitta Corsello	County of Solano
Cameron Oakes	Caltrans
Joe Story	DKS Associates
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Anna McLaughlin	STA/SNCI
Robert Guerrero	STA
Sam Shelton	STA
Jennifer Tongson	STA
Johanna Masiel	STA

II. APPROVAL OF AGENDA

On a motion by Michael Throne, and a second by Morrie Barr, the STA TAC unanimously approved the agenda adding Agenda Item VI.F, Letter of Support for Caltrans Planning Grant for Sonoma Boulevard (SR 29) Corridor Study.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Cameron Oakes reported the applications for the State Planning and Research (SP&R) Grants are still being reviewed.

MTC: None presented.

STA: Jennifer Tongson announced the upcoming STA 7th Annual Awards Program on November 10, 2004.

Mike Duncan distributed information on the following workshops:

- Public Workshop Regarding Proposed Control Measure for On-Road Heavy-Duty Diesel Vehicles Owned or Operated by Public Agencies and Utilities
- Public Workshop Regarding Proposed Modifications to the Fleet Rule for Transit Agencies

Sam Shelton provided additional funding opportunity information on the Regional Bicycle and Pedestrian Program.

V. CONSENT CALENDAR

On a motion by Michael Throne, and a second by Morrie Barr, the STA TAC approved the Consent Calendar.

Recommendation:

- A. Minutes of the TAC Meeting of August 25, 2004
Recommendation: Approve minutes of August 25, 2004.
- B. STA Board Meeting Highlights –
September 8, 2004
- C. STIA Board Meeting Highlights –
September 8, 2004
- D. Updated STA Meeting Schedule for 2004
- E. Funding Opportunities Summary
- F. Status of Unmet Transit Needs Process for FY 05/06

VI. ACTION ITEMS

A. MTC Transit Connectivity Study

Daryl Halls provided an overview of MTC's draft Transit Connectivity Study. He proposed the Fairfield Transportation Center be added to the list of Regional Transit Hubs due to its central location and express bus connections to the El Cerrito del Norte and Pleasant Hill BART stations and the Capitol Corridor Rail Station at Suisun City. He noted the Transit Consortium had unanimously supported this recommendation.

Recommendation:

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

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

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

Robert Guerrero discussed STA's preparation for the initial allocation of County TLC funds based on the developed Solano Countywide TLC Program Guidelines and the draft Solano County TLC Plan. He indicated that only projects listed in the TLC Candidate Projects list will be eligible for TLC funds allocated by the STA.

Recommendation:

Recommend the STA Board approve the Solano Countywide Transportation for Livable Communities Plan.

On a motion by Michael Throne, and a second by Paul Wiese, the STA TAC approved the recommendation.

C. Solano Countywide Pedestrian Plan

Robert Guerrero reviewed the development of the final draft Solano Countywide Pedestrian Plan. He noted there is some overlap between the Countywide Pedestrian Plan, Countywide Bicycle Plan and Transportation for Livable Communities Plan. He noted that stand alone pedestrian projects have a total 30 year estimated cost of \$25 million.

City of Dixon's Janet Koster requested a change to accurately reflect the name of Dixon schools, and Dale Pfeiffer, City of Vacaville, provided a list of other minor changes.

Recommendation:

Recommend the STA Board approve the Solano Countywide Pedestrian Plan with the recommended changes from the City of Dixon and the City of Vacaville.

On a motion by Michael Throne, and a second by Janet Koster, the STA TAC approved the recommendation with amendment requested by the Cities of Dixon and Vacaville.

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

DKS Associates' Joe Story presented a preliminary overview of the new Multi-Modal Travel Model for Solano and Napa Counties. He also distributed Transportation Analysis Zones (TAZ) maps to the TAC members.

Mike Duncan noted there is \$25,000 in funds remaining from the 2003-04 STA budget that are being carried over into the 2004-05 budget and can be used to cover the costs of the contract amendment with DKS Associates to complete Phase 1.

Recommendation:

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

On a motion by Dale Pfeiffer, and a second by Michael Throne, the STA TAC approved the recommendation.

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

Daryl Halls reviewed the 42 projects currently on the STA Board adopted Priority Projects List and Overall Work Plan for FY 2004-05 and FY 2005-06. He also mentioned one new task added at the request of the City of Vallejo (conducting a SR 29 Corridor Study).

In addition, City of Vacaville's Dale Pfeiffer requested clarification that the Overall Work Plan was not in priority order. Daryl Halls confirmed the list was not in priority order.

Recommendation:

Forward the STA's Overall Work Program for FY 2004-05 and FY 2005-06 to the STA Board with a recommendation for approval.

On a motion by Mark Akaba, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

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

John Bunch, Development Services Director for the City of Vallejo, proposed to submit a Community-Based Transportation Planning Grant request for \$250,000 to conduct the Sonoma Boulevard (SR 29) Corridor Study. He also indicated that the planning funds would be used to address various transportation and land use concerns along the north side of the area on a comprehensive basis with development of a Specific Plan and an Environmental Impact Report.

Recommendation:

Forward a recommendation to the STA Board authorizing the STA Chair to sign a letter in support of the City of Vallejo's application to Caltrans for a Community-Based Transportation Planning Grant for the Sonoma Boulevard (SR 29) Corridor Study.

On a motion by Mark Akaba, and a second by Michael Throne, the STA TAC approved the recommendation.

VII. INFORMATION ITEMS

A. Funding the Arterials, Highways, and Freeways Element of the CTP

Mike Duncan defined the four sources of funding historically available for funding the types of projects identified in the Arterials, Highways, and Freeways Element of the CTP. He also indicated that staff will recommend the STA Board, with the assistance from the TAC and Transit Consortium, develop short term and long term funding strategies to facilitate and accelerate the implementation of high priority projects identified in the updated CTP.

B. State Transportation Funding Update

Mike Duncan provided an update on the State Transportation Shortfall and project delays throughout California. He also cited further delays on STIP allocations by the CTC depending on the outcome of the federal ethanol issue, federal reauthorization bill, and Propositions 68 and 70.

C. Federal "First Cycle" STP/CMAQ/TE Obligation Status

Mike Duncan provided a status of all Solano County projects with STP/CMAQ/TE funds and the obligation status for each project. He also highlighted MTC's Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funding.

D. Local Streets and Roads Funding

Mike Duncan reminded each agency to submit (by December 1, 2004) to MTC a Resolution of Local Support and Opinion of Legal Counsel for their individual project in the Local Streets and Roads Shortfall Program.

E. MTC's Regional Bicycle/ Pedestrian Program

Robert Guerrero reviewed the four-year funding levels in the Regional and County Bicycle/Pedestrian Program funds developed by MTC. He noted that MTC proposes to have a call for projects by the end of September 2004 with an application deadline for early January 2005. He also requested to have a list of potential projects for the County Program submitted by the January 2005 deadline. Robert added that the BAC and PAC will review all potential project submittals in November and/or December 2004, respectively.

F. TLC Planning Grant

Dan Christians identified TLC candidate projects that will need TLC planning funds in the next few years to help get them ready for future TLC capital grants.

Paul Wiese, Solano County, provided a brief presentation on the process and results achieved in one of the most recent TLC planning grants completed this year, the Old Cordelia Plan.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:50 p.m.. The next regular meeting of the STA TAC is scheduled for **Wednesday, October 27, 2004 at 1:30 p.m.**



Solano Transportation Authority
Board Highlights
For October 13, 2004
6:00 p.m.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Kim Cassidy, STA Clerk of the Board
RE: Summary Actions of the October 13, 2004 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of October 13, 2004. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

Marci Coglianese	City of Rio Vista
Anthony Intintoli	City of Vallejo

ACTION ITEMS: FINANCIAL

None Presented

ACTION ITEMS: NON FINANCIAL

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

Recommendation:

Approve the following:

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

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

B. MTC Transit Connectivity Study

Recommendation:

Approve the following:

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

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

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

Recommendation:

Approve the following:

Approve the Solano Countywide Transportation for Livable Communities Plan.

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

D. Solano Countywide Pedestrian Plan

Recommendation:

Approve the following:

Approve the Solano Countywide Pedestrian Plan.

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

CONSENT CALENDAR ITEMS:

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

B. Review Draft TAC Minutes of September 29, 2004

Recommendation: Receive and file.

C. Modification to Classification Range for Budget Analyst/Accountant

Recommendation:

1. Modify Compensation Range for Budget Analyst/Accountant Position as specified in attachment A.
2. Authorize amending the STA's FY 04-05 budget by transferring expenditure

saving from the I-80/I-680/I-780 Corridor and Major Investment Study to fund the position for six months in FY 04-05.

- D. Extension of Contract for State Lobbying Representation Transportation Services – Shaw/Yoder**
Recommendation:
Authorize the Executive Director to extend the contract for Lobbying Representation Services with Shaw & Yoder, Inc. for services through September 30, 2005 for an amount not to exceed \$36,000.
- E. Solano/Napa Multi-Modal Travel Demand Model (Phase 1) Contract Amendment**
Recommendation:
Approve a \$25,000 contract amendment with DKS Associates to complete the Phase 1 Solano Napa Multimodal Travel Demand Model.
- F. Support of Welfare to Work LIFT Grant Applications**
Recommendation:
Authorize the Chair to sign letters of support for Low Income Flexible Transportation grant applications supporting the Welfare to Work Transportation Plan for the following projects: 1) Extended Transit for CalWORKs and 2) DRIVES.
- G. Letter of Support for Caltrans Planning Grant for Sonoma Boulevard (SR 29) Corridor Study**
Recommendation:
Authorize the STA Chair to sign a letter of support for the City of Vallejo's application to Caltrans for a Community – Based Transportation Planning Grant for the Sonoma Boulevard (SR 29) Corridor Study.
- A. STA Board Minutes of September 8, 2004**
Recommendation: Approve STA Board minutes of September 8, 2004.

Chair MacMillan requested an amendment to the STA Board minutes of September 8, 2004 as follows: Chair MacMillan did not vote on Agenda Item IX.A (Legislative Update – September 2004).

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

UPDATE FROM STAFF

- A. Caltrans Report**
None Presented.
- B. MTC Report**
Member Spring noted that the MTC Annual Report would be emailed before October 31, 2004.
- C. STA Report**
1. Presentation – Mike Duncan provided an update on funding the Arterials, Highways, and Freeways Element of the CTP
 2. Announcement of Nominees for the 7th Annual STA Awards – November 10, 2004.

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

3. **Cancel STA Board Meeting of November 10, 2004**

The STA Board approved by consensus cancellation of the November 10, 2004 STA Board meeting.

INFORMATIONAL ITEMS: Information was provided for the following items:

A. Funding the Arterials, Highways, and Freeways Element of the CTP

B. Status of Unmet Transit Needs Process for FY 2005-06

C. TLC Planning Grants

D. State Transportation Funding Update

E. Federal "First Cycle" STP/CMAQ/TE Obligation

F. Regional Local Streets and Roads Funding

G. MTC's Regional Bicycle/Pedestrian Program

H. FUNDING OPPORTUNITIES: Information was provided for future funding opportunities for the following:

◆ *Caltrans Transportation Planning Grant – Environmental Justice - Context Sensitive Planning for Communities.*

◆ *Caltrans Transportation Planning Grant – Community Based Transportation Planning.*

◆ *Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning.*

◆ *Caltrans Transportation Planning Grant - Partnership Planning.*

◆ *Bikes Belong Grant Program.*

◆ *California Resources Agency Environmental Enhancement and Mitigation Program (EEMP).*

◆ *Regional Bicycle and Pedestrian Program.*

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



**Solano Transportation Improvement Authority Board
Meeting Highlights For October 13, 2004, 7:15 p.m.**

Notice to the Public:

By action of the Solano County Board of Supervisors and the City Councils of the Cities within Solano County, a new public agency has been established. The new public agency is the Solano Transportation Improvement Authority (STIA) and it has been established pursuant to, and for the purposes provided for under, California Public Utilities Code §§180000 et seq.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Kim Cassidy, STIA Clerk of the Board
RE: Summary Actions of the October 13, 2004 STIA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Improvement Authority at a Board meeting held on October 13, 2004. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

Marci Coglianese	City of Rio Vista
Joanne Schivley	City of Vallejo
John Vasquez	County of Solano

ACTION ITEMS: FINANCIAL

None presented.

ACTION ITEMS: NON FINANCIAL

None presented.

CONSENT CALENDAR ITEMS:

The STIA Board unanimously approved the Consent Calendar by consensus.

- A. STIA Board Minutes of September 8, 2004**
Recommendation: Approve minutes of September 8, 2004.

INFORMATIONAL ITEMS: Information was provided for the following items:

- A. Status of Appointments to Independent Taxpayers Watchdog Committee for the Solano County Traffic Relief Plan**
- B. Implementation Schedule for Measure A Traffic Relief Plan Projects**

ADJOURNMENT –

The Next Regularly Scheduled Meeting will be determined.

*Agenda Item V.D
December 1, 2004*



DATE: November 10, 2004
TO: STA TAC
FROM: Karen Koelling, Administrative Assistant
RE: Updated STA Meeting Schedule for 2004

Background:

Attached is the revised STA schedule for meetings that may be of interest to the STA TAC. This schedule is an overview of the 2004 calendar year.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Meeting Schedule 2004



DATE: November 23, 2004
TO: STA TAC
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

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

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



FUNDING OPPORTUNITY:

Regional Signal Timing Program

Due December 30, 2004

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

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

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

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

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

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

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

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

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



FUNDING OPPORTUNITY:

Regional Bicycle and Pedestrian Program

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

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

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

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

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

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

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

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

Eligible Projects: Project activities eligible for funding include

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

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

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

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



FUNDING OPPORTUNITY:

Countywide Transportation for Livable Communities (TLC) Planning Grant

Due January 28, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

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

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

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

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

Eligible Projects: Planning activities:

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

Planning projects must be complete by June 30, 2006.

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

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



FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Grant

Due January 31, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

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

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

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

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

Example Projects: Solano County 2005 Traffic Safety Grant Awards

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

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

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

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



DATE: November 11, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Surplus of One Solano Paratransit Vehicle

Background:

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

Discussion:

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

Fiscal Impact:

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

Recommendation:

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

Attachment

A. Resolution No. 2004-__



DATE: November 9, 2004
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Letter of Support to MTC for Caltrans Partnership Planning Grant/
"Smarter Growth Along the I-80/Capitol Corridor"

Background:

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

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

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

Discussion:

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

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

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

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

Recommendation:

Recommend the STA Board approve a Letter of Support for a Caltrans Partnership Planning Grant Application Submitted by MTC entitled “Smarter Growth along the I-80/Capitol Corridor”

Attachment:

- A. Caltrans Partnership Planning Grant Application entitled “Smarter Growth along the I-80/Capitol Corridor”



DATE: November 10, 2004
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: Countywide TLC Planning Grants Call for Projects

Background:

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

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

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

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

Discussion:

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

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

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

Recommendation:

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

Attachment:

A. Solano TLC Program Guidelines



DATE: November 22, 2004
TO: STA TAC
FROM: Daryl K. Halls, Executive Director
RE: Proposed 2005 Legislative Priorities and Platform

Background:

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

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

Discussion:

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

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

Recommendation:

Forward the Proposed STA 2005 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30 day review and comment.

Attachment:

A. Proposed STA 2005 Legislative Priorities and Platform



DATE: November 11, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Small UZA Payback Plan

Background:

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

Discussion:

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

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

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

MTC has sent a letter to Caltrans strongly opposing this plan and proposing Caltrans work directly with Santa Rosa City Bus to remedy this situation. STA staff and our MTC Commissioner, Mayor Jim Spring, are also addressing this issue.

Recommendation:

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

Attachment

A. Caltrans Letter to MTC, September 27, 2004



DATE: November 18, 2004
TO: STA TAC
FROM: Elizabeth Richards, Program Director
RE: Funding for Transit Element of the Comprehensive Transportation Plan

Background:

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

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

The Transit Element consists of five components:

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

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

Discussion:

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

- Transportation Development Act (TDA, Article 4/8)
- State Transit Assistance (STA)
- Federal Transit Administration (FTA) 5307, 5309, 5310 and 5311 funds
- Surface Transportation Program (STP)

- Northern Bridge Group Toll Revenue Programs
- Regional Transportation Improvement Program (RTIP)
- Interregional Transportation Program (ITIP)
- Discretionary Ferry Fund
- Congestion Management Air Quality (CMAQ)
- Air District grants
- Advertising Revenue
- Passenger Fares

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

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

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

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

Potential

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

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

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

There is good news for transit funding from TDA. TDA funds are generated from a ¼ cent statewide sales tax. Solano County is one of the few counties in the Bay Area that has not seen a significant drop in sales tax revenue and TDA funds in recent years. For FY04/05, an

8% increase in TDA funds countywide from FY03/04 is projected and is estimated to generate \$13.0m for distribution to the local jurisdictions. Combined with carryover of \$8.8m, there is over \$20m for TDA funds for transit and streets and roads (Attachment A). Each jurisdiction has a specific allocation. Of the over \$20m, \$14 million will be spent on local, intercity, and Paratransit operating, capital, or planning this fiscal year (Attachment B). There is projected to be a carryover of \$2.4 million into FY05/06.

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

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

The Federal Transit Administration (FTA) is the source of several funding programs: 5307, 5309, 5310, 5311. Three of these are competitive grant programs and one is via congressional earmarks. 5307 funds are distributed through formulas based on population. In Solano County, Benicia, Vallejo, Fairfield, and Vacaville receive these funds and can use them at a specified ratio for operating costs. 5310 funds Paratransit. 5311 funds transit planning, operating, and capital in rural areas; Dixon and Rio Vista are eligible for these funds. 5309 funds have subcategories two of which are for fixed guideway systems and one for bus/bus facilities. The funds are distributed through Congressional earmarks.

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

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

The major source of new funds is RM2. RM2 will provide significant funding for several intermodal stations, track improvements, and expanded express bus and ferry services in Solano County. Smaller new sources of funds may come from MTC's regionally competitive Low Income Flexible Transportation (LIFT) grants. To apply for LIFT grants, projects must be consistent with either a Solano County's Welfare to Work Transportation Plan or a Community Based Transportation Plan (CBTP). Both programs are administered by the STA.

Recommendation:

Informational.

Attachments:

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

Transit Revenue Sources **Existing, New, and Potential**

Passenger Fares:

To maintain eligibility for TDA funds, local transit operators must achieve a farebox recovery rate of 20% systemwide for fixed route service and 10% for Paratransit service. The farebox recovery rate is the revenue generated from passenger fares as a percentage of the total cost of revenue service. Several intercity bus, ferry, and rail services locally achieve a higher farebox recovery rate.

State Transit Assistance (STA)

STA funding is distributed through MTC by formula allocations. The revenue based formula funds may be used for transit and paratransit operating assistance, and regional transit coordination. The population based STA funds may be used for the same purpose as well as for capital projects.

Federal Transit Administration (FTA):

FTA offers a variety of funding used by local operators: 5307, 5309, 5310, and 5311 Urbanized areas (UZA) received 5307 funds based on population. For UZAs with over 200,000, the 5307 funds are distributed throughout the UZA; Benicia is in the Bay Area's UZA. In contrast, Vallejo is in a separate UZA along with other transit operators such as Napa. With populations of 50,000 – 200,000, Fairfield and Vacaville are in their own UZAs and the 5307 funds are distributed directly. These 5307 funds can be used for operating assistance at a specified ratio of federal to local funds.

FTA 5309 grants fall within three subcategories: new transit projects, fixed guideway modernizations, and bus/bus facilities. This funding source is very competitive and grants are in the form of congressional earmarks. Projects must be consistent with the local Transportation Improvement Plan (TIP) and the State Transportation Improvement Plan (STIP). These funds have been successfully secured for Baylink Ferry facilities.

FTA 5310 funds senior and disabled Paratransit services. These funds have been used to purchase Solano Paratransit vehicles. As rural transit operators, Dixon and Rio Vista qualify for 5311 funds for transit planning, operating, and capital. Both of these are annual competitive programs.

Surface Transportation Program (STP):

Funding from this program can be used for a broad range of capacity, operations, and mitigation related improvements. STP funds have typically been used for road widening, rehabilitation, planning, environmental enhancements, studies, and intelligent transportation systems. Transit capital is eligible and the majority of funding for the MTC Regional Transit Capital replacement program uses STP funds. However, discretionary STP funds available in the past to Bay Area counties are no longer available in T-2030.

Bridge Toll Programs: Five percent and Two percent:

Regional Measure 1 (RM1) allocated up to three percent of revenues from the then bridge toll increase for transportation projects that were designed to reduce vehicular traffic congestion over the state-owned bridges including bicycle facilities and planning, construction, operation, and acquisition of rapid water transit systems. State law later amended this to direct MTC to allocate an additional two percent of the revenues from RM 1 “solely for the planning, construction, operation, and acquisition of rapid water transit systems”. Subsequent agreements directed that three of the five percent funding go to ferry operations and the San Francisco Bay Trail and the remaining two percent revenue go to ferry capital improvements. The funds are divided into two groups: Southern and Northern Bridge Group. The Northern Bridge Group includes the Carquinez, Benicia-Martinez, Antioch, and Richmond-San Rafael Bridges. In Solano, Vallejo’s Baylink Ferry is the only eligible recipient of these funds. In FY04/05, \$1.5m of the Five Percent funds and \$558,353 were available for distribution to the Northern Bridge Group. The Baylink Ferry has been eligible for the five percent funds through FY04/05; after this fiscal year it must have achieved a 40% farebox recovery ratio (FRR) to maintain eligibility. If the Baylink Ferry, or other eligible entities (Alameda/Oakland, Harbor Bay ferries) do not achieve the 40% FRR, then the funds could be diverted to ferry or bus operations that do meet this performance standard and reduce vehicular congestion on one of the bridge group corridors. However, at least 40% of the Five Percent funds must be directed toward ferry operators or capital.

Regional Transportation Improvement Plan (RTIP)

MTC administers these funds regionally. They can be used for a wide variety of purposes ranging from road rehabilitation, rail extensions and grade separations, intermodal freight facilities, freeway interchanges and the construction of carpool lanes. In Solano, they have been used to help fund the Vallejo Station and Intermodal rail stations (Fairfield/Vacaville, Benicia, and Dixon). Over \$100 million have been allocated annually in the Bay Area and Solano historically secures \$10 million per year.

Interregional Transportation Improvement Program (ITIP):

ITIP funds may be used to fund interregional road or rail expansion and intercity rail. This funding source has been used to fund Capitol Corridor improvements, but is not expected to be a funding source in the future.

Discretionary Ferry Fund (Section 1207):

The Ferry Board Discretionary Program (FBD) provides special funds for construction of ferry boards and ferry terminal facilities. This funding source was included in TEA-21 and may or may not continue with the new federal reauthorization. Some of these funds were secured for the purchase of the third Baylink ferry board and dock improvements.

Congestion Management Air Quality (CMAQ):

Projects for these funds must be consistent with the air quality implementation plan prepared by the region’s air quality management district in accordance with the Clean Air Act. Solano is split into two air districts. CMAQ funds for the western part of the county are administered by the MTC. Vallejo transit facilities have received CMAQ funds.

Eastern Solano agencies are eligible for Eastern Solano CMAQ funds. These funds used to be administered directly from MTC through an agreement with the Sacramento Area Council

of Government (SACOG) who was the federal recipient. In FY03/04, Eastern CMAQ funds were used to fund the Dixon Intermodal station and other Eastern Solano agency projects. Each year, STA will work with MTC to program approximately \$1.2 million Eastern CMAQ funds.

Air District Grants:

Solano County is split by air districts. The Bay Area Air Quality Management District (BAAQMD) covers the Vallejo, Benicia, Fairfield, Suisun City and western unincorporated areas of the County. The Yolo Solano Air Quality Management District (YSAQMD) covers the Vacaville, Dixon, Rio Vista and eastern unincorporated areas of the County. Each air district has annual competitive grants programs to distribute vehicle registration fees collected. Projects must show air quality emissions savings. Transit projects have received some funding but air districts' eligibility criteria have made it increasingly difficult for transit projects to qualify. This has been a very minor source of funding and expected to remain so, at best, in the future.

Advertising:

Bus interior and exterior space has been used for advertising by some local operators. Bus shelters, benches and facilities can also be used for advertising. Although not all transit operators can accommodate all forms of advertising, there are opportunities to increase this revenue source. Greater advertising efforts by the Baylink Ferry have been thwarted by San Francisco local ordinances.

New Revenue Sources:

RM2:

One new source of fund for some of intercity transit services is the recently passed Regional Measure 2 (RM2). This will provide funds for Vallejo Transit’s intercity services crossing the Carquinez Bridge, Vallejo’s Baylink Ferry, Fairfield-Suisun Transit’s Rt. 40 service that crosses the Benicia Bridge as well as several intermodal facilities and rail improvements.

- Baylink Ferry operating: \$ 2.7 m/yr
- Baylink Ferry station: \$28.0 m
- Express Bus (I-80): \$ 0.85 m - \$1.8m/yr
- Express Bus (I-680): \$ 0.12 m - \$1.7m/yr
- Benicia Intermodal: \$ 3.0 m
- CCPTA Track Improvemnts: \$ 7.75m
- FF/VV Rail Stn and Track: \$17.25m
- Regional Express Bus¹ \$16.0 m

TOTAL..... \$72.00m capital

\$ 6.67m/yr – 6.2m/yr operating

Revenue for operating cannot exceed 38% of the total revenue. RM2 Funding for Transit Support Facilities included in CTP Alternative Modes Element, but not in Transit Element and funding shortfall.

- * Curtola PNR (Vjo): \$ 6.0 m
- * Fairfield Transportation Center: \$ 5.5 m
- * Vacaville Intermodal Ctr: \$ 9.0 m

RM2 also directed that a Transit Connectivity study be conducted. This study would focus on transfer facilities and consistency issues among transit operators including transit facility information. If a facility is identified as a key facility in the study (to be completed in 2005) it would be eligible for funding for implementation.

JARC/LIFT:

Another new source of funding for transit is the Metropolitan Transportation Commission’s (MTC) Low Income Flexible Transportation (LIFT) funding. LIFT funding is distributed through a regionally competitive process. There have been three cycles of LIFT grant funds in the past five years. Approximately \$2-\$3 million dollars have been made available throughout the Bay Area for projects that may span 2-3 years. Projects have to address the transit needs of the low-income population as identified through a County Welfare to Work Plan or city Community Based Transportation Plan. The amounts awarded to any one project has been limited to \$400,000 for the entire three year funding cycle. Solano has a County Welfare to Work Plan and the City of Dixon has a Community Based Transportation Plan (CBTP). Cordelia and Vallejo are the other two cities in Solano that have been allocated MTC funding to prepare CBTPs.

Regional Transportation for Livable Communities (TLC)/Housing Improvement Program (HIP):

¹ \$4m is committed and \$12m is being requested from this \$16m competitive funding source for North Bay transit operators.

MTC has reserved \$27 million annually in STA, CMAQ, and TE funds for this program for a total of \$54 million in the Second Cycle. Due to the shortfall in STIP funds, only \$36 million will be programmed in the Second Cycle with the balance deferred to the Third Cycle. Nine of these \$36m will be directed to County TLC programs. Projects that enhance community vitality through bicycle, pedestrian, transit and other related methods are eligible. Depending upon their location and design, transit facilities may be eligible. In the recent allocation of TLC funds, the only Solano project to receive TLC funding was the Sereno Transit Center which is not a project in the CTP's Transit Element or part of the transit funding shortfall.

Potential New Revenue

TDA – 100% Transit

As five jurisdictions in Solano do not use 100% of their TDA funds for transit, there is potential for an increase in TDA funds to be used for transit. This would divert existing TDA funds from streets and roads purposes. Solano County is the only Bay Area County that continues to use TDA funds for streets and roads. As a result every year MTC must conduct an Unmet Transit Needs Hearing to determine that no unreasonable transit needs are not being met. To date, the STA and the local transit operators have been able to successfully respond to issues raised through this process thus allowing local jurisdictions to utilize TDA funds for streets and roads purposes. As Solano develops, this is likely to become increasingly difficult. However, with the diversion of funds from Proposition 42 that were expected for streets and roads purposes, the need for TDA funds for this purpose continues and no great shift of TDA funds to transit is projected in the near-term. In FY04/05, the countywide combined TDA funds to be allocated for streets and roads purposes is projected to be \$1.895 million.

Sales Tax

The recently proposed Measure A included a sizable amount of transit funding over the next 30 years. It would have nearly funded the senior and disabled transit plan and provided significant funding for intercity transit services. With these infusions of revenue into paratransit and intercity services, it would have relieved the demand for TDA revenue which could have in turn applied to more local transit service. With the defeat of Measure A, no new local revenue will be generated.

Redevelopment Fees, Developer Impact Fees, Assessment District:

Redevelopment fees could be utilized if a project, such as a transit center, is incorporated into a redevelopment project. Vallejo has used this strategy for their ferry intermodal station located in waterfront redevelopment area. A countywide, or local, development fee could be created and applied as new projects are approved if appropriate; at the project level a nexus would need to be shown. An Assessment District could be created to provide a reliable source of funding and distribute the cost to both existing and new residents and/or businesses.



DATE: November 10, 2004
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano/Napa Multi-Modal Travel Demand Model (Phase 1)

Background:

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

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

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

- “TP+/Cube” has the multi-modal capabilities that STA and its member agencies will need now and in the future (i.e., rail, bus and HOV demand).
- The new program and model has a much greater capacity to add the necessary network links, traffic analysis zones, land use data, etc., to have it fully function as a multi-regional, multi-modal model.
- MTC, as well as some of the STA member agencies, have already secured and begun using the “TP+/Cube” program on their own (i.e., Fairfield, Vacaville and Vallejo) and most new models throughout the Bay Area are now using this program.
- The data for the new model is being developed with Geographic Information System (GIS) files to make it easier and quicker to conduct future model updates.
- It is expected that the accuracy of the travel behavior at the easterly gateways to and from Solano County (i.e., I-80 near Dixon and SR 12 in Rio Vista) will be better with the inclusion of the Sacramento (SACOG) and the San Joaquin (SJCOG) regional models into this new STA model.

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

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

Discussion:

Land Use Projections

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

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

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

One consistency target is to have resulting household and employment projections within a 5 percent countywide control total of the regional projections. Therefore, each member agency provided projections that would result in local forecasts that are within about 5 percent of

ABAG totals for each jurisdiction. The committee and consultant team were then able to make final adjustments (with input from each member agency) to achieve countywide consistency (see Attachment C: "Year 2030 Land Use Comparison By Jurisdiction (Solano County)).

In the next two months, the consultants will be completing the Phase 1 highway traffic model and preparing forecasts for review and refinement by the Model Committee. The initial forecasts have been developed and are being reviewed by the Model Committee. Model consultants presented a preliminary overview of the new model at the TAC meeting of September 29, 2004. Joe Story of DKS Associates will make a presentation at today's TAC meeting to provide an overview of how well the model is validating to the 2000 base year as well as providing traffic forecast data through the year 2030.

The model is also scheduled to be presented at the STA Board meeting on December 8, 2004. Staff has encouraged each TAC Member to discuss the model with their jurisdiction's member of the Model Committee, and/or Planning Director. Like any new multi-regional model of this magnitude and complexity, refinements will continue to be made until the validation and projected numbers for major gateways and corridors of Solano County are considered to be sufficiently accurate to meet MTC and Caltrans conformity standards.

All of the technical modeling data will then be provided to the TAC at the December 22 and/or January 26 TAC meetings. As soon as the TAC is satisfied with the phase 1 model, a recommendation for the STA Board to approve the model will be requested from the TAC.

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

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

Short Term Projects (next 1-5 years)

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

Mid and Long Term Projects (beyond 5-years)

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

Attached is a “Summary Progress Report” prepared by DKS consultants.

Recommendation:

Informational.

Attachments:

- A. Memo from DKS Associates entitled, “Summary Progress Report for Development of Solano/Napa Model”
- B. Year 2030 Land Use Comparison By County
- C. Year 2030 Land Use Comparison By Jurisdiction (Solano County)



DATE: November 22, 2004
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Wrap up of Results of Measure A

Background:

On June 28th, the Solano Transportation Improvement Authority (STIA) Board approved the "Traffic Relief Plan for Solano County" by a 7 to 1 vote and unanimously voted to approve its distribution to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, and to the Solano County Board of Supervisors for their approval.

Subsequently, the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors, approved the "Traffic Relief Plan for Solano County." On July 28, 2004, the STIA Board confirmed the Plan's adoption and adopted the sales tax ordinance for Measure A. On August 3, 2004, the Solano County Board of Supervisors voted to place the ordinance on the ballot for the November 2, 2004 election.

If approved by 66.67% of Solano County voters, Measure A would have raised an estimated \$1.4 billion over the next 30 years to fund a short list of critical transportation improvements and programs.

Discussion:

On November 2, 2004, a large turnout of Solano County voters cast their vote in the general election that featured the Presidential election on the national level and numerous propositions and state elections at the state level. A total of 150,044 (76.58 %) Solano County voters cast their vote with 141,060 (72 %) opting to vote on Measure A. Based on the results available from the Solano County Registrar of Voters, Measure A received 90,115 yes votes (63.89%) and 50,945 no votes (36.12 %), just short (3,925 votes) of the necessary 2/3 vote for passage.

This marks the second time that Solano County has failed to achieve the required 2/3 vote for passage of a local transportation sales tax. In 2002, Measure E received 50,914 (60%) yes votes and 33,828 (39.9%) no votes.

On December 8, 2004, the STIA Board will be provided with a summary wrap up of the election results by D.J. Smith, Smith & Watts, the consultant that helped guide the development of the "Traffic Relief Plan for Solano County." At the meeting, staff will be seeking direction from the STIA Board regarding next steps in pursuit of a local funding source to help alleviate the estimated \$3 billion transportation funding shortfall projected over the next 25 years.

On behalf of the STA Board and staff, I wish to thank all of the members of the STA TAC for assisting the STA staff in development of the projects contained in the expenditure plan and for working with their elected boards to ensure that Solano County voters had the opportunity to vote on Measure A.

Recommendation:
Informational.



DATE: November 11, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: STIP-TIP Financial Constraint

Background:

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

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

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

Discussion:

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

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

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

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

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

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

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

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

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

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

Recommendation:

Informational.

Attachments

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



DATE: November 11, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Accelerated Project Delivery

Background:

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

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

Discussion:

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

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

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

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

Recommendation:

Informational.



DATE: November 11, 2004
TO: STA TAC
FROM: Mike Duncan, Director of Projects
RE: Highway Projects Status Report:
1) I-80/I-680/SR 12 Interchange
2) North Connector
3) I-80/I-680/I-780 MIS/Corridor Study
4) I-80/I-680/I-780 Transit Corridor Study
5) Caltrans Auxiliary Lanes Project
6) Jepson Parkway
7) Highway 37
8) Highway 12 (Jameson Canyon and 12/29 Interchange)
9) Highway 12 (East)
10) I-80 Widening (Dixon to Vacaville)

Background:

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

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

Discussion:

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

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

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

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

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

5) *Caltrans Auxiliary Lanes Project*. Caltrans is the project manager for this project. The project was advertised for bids on September 2, 2003 and the contract was awarded to O.C. Jones (the contractor for SR 37 Improvements) on December 2, 2003. Construction started on March 2, 2004. The construction contract was awarded for \$12,121,812, 30% under the engineer’s estimate. The project is funded through the Interregional Transportation Improvement Program (ITIP) and the State Highway Operations and Protection Program (SHOPP). This project adds one lane in each direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions. The project is currently on schedule and on budget. The

construction is scheduled to be completed in late November and will probably be complete by the time of the TAC meeting.

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

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

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

9) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. The Round Hill Creek Bridge project is complete. The other two projects provide profile improvements and shoulder widening to correct safety deficiencies, as well as turning lanes at some intersections. These projects are in the preliminary design phase and the environmental documents and project reports are scheduled for completion by the end of 2004. The draft Environmental Impact Report was released for review by Caltrans in January 2004 and a Public Meeting was held on March 10, 2004 at the Western Railroad Museum to receive public comments. Construction is scheduled for 2006-2008. The current cost estimate for the Scandia to Denverton project is \$11.5M and the cost estimate for the Denverton to Currie project is \$25M. Both projects are currently funded through the design stage and full funding is anticipated through the SHOPP program in FY 2005-06.

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

Recommendation:
Informational.



DATE: November 11, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Regional Measure 2 (RM 2) Update and Revisions

Background:

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

Discussion:

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

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

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

MTC staff has also been developing Performance Measures for transit operators to evaluate the effectiveness of transit routes receiving RM 2 operating funds. These Performance Measures are required by the RM 2 legislation (SB 916). The performance measures have been reviewed by transit operators over the past few months and are now ready to be incorporated into the RM 2 Policies and Procedures. Attachment B identifies these performance measures and incorporates them into the Policies and Procedures through revisions to MTC Resolution No. 3636.

Recommendation:

Informational.

Attachments:

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



DATE: November 23, 2004
TO: STA TAC
FROM: Sam Shelton, Planning Assistant
RE: Final Review of the Needs Assessments in the Arterials, Highways and Freeways Element of the CTP 2030

Background:

The 2002 Comprehensive Transportation Plan (CTP) contains a “Needs on Routes of Regional Significance by Jurisdiction” list of long-range regional projects in addition to a “Needs Assessment” appendix that listed additional local needs. The Technical Advisory Committee (TAC) and the Arterials, Highways, and Freeways Committee determined the appropriateness of listing both the regional and local needs for inclusion in the CTP.

For the past year, the STA has been updating those needs for use in the CTP 2030 based on input from the TAC. In the fall of 2003, each member agency provided a list of regional and local transportation needs that have now been incorporated into the Draft CTP Update (see attachments A and B).

These needs inventories help quantify overall countywide transportation needs. The Routes of Regional Significance are intended to identify major corridors critical to intercity mobility. The prioritized list from the recently completed I-80/I-680/I-780 Major Improvement & Corridor Study will also be included in the CTP Update.

Discussion:

Staff requests the TAC to review the attached needs lists, particularly the “Needs Assessment” appendix listing the local needs. A complete list of local transportation needs assists the STA in programming future federal and state funds. Staff requests each TAC member to provide final changes prior to or at the next TAC meeting on December 22, 2004. Based on this final input, staff will prepare the final CTP update for a TAC action item at the January 26, 2005 TAC meeting.

Attached are copies of both the “Needs on Routes of Regional Significance by Jurisdiction” list and the “Needs Assessment” appendix listing additional local needs. Updating these lists will help focus future studies, plans, and future funding opportunities on specific regional and local needs.

Recommendation:

Informational.

Attachments

- A. Needs on Routes of Regional Significance, Draft CTP Update
- B. Needs Assessment, Draft CTP Update