



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE
AGENDA**

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

**1:30 p.m., Wednesday, December 22, 2004
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA**

STAFF PERSON

- I. CALL TO ORDER** Daryl Halls, Chair
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, MTC, STA AND TRANSIT CONSORTIUM**
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:40 – 1:45 p.m.)
 - A. Minutes of the TAC Meeting of December 1, 2004– Pg. 1** Johanna Masielat
Recommendation:
Approve minutes of December 1, 2004.
 - B. STA Board Meeting Highlights – Pg. 7** Kim Cassidy
December 8, 2004
Informational
 - C. STA Meeting Schedule for First Quarter 2005 - Pg. 11** Kim Cassidy
Informational
 - D. Funding Opportunities Summary- Pg. 13** Sam Shelton
Informational

- E. TDA Article 3 Call for Bicycle/Pedestrian Projects –**
Pg. 20
Recommendation:
Recommend the STA Board issue a TDA Article 3 Call for Projects for the 5-Year Bicycle/Pedestrian Plan.

Robert Guerrero

VI. ACTION ITEMS

- A. SR 12 Transit Corridor Study**
Recommendation:
Recommend the STA Board approve the following:
- 1. Approve selection of a consultant to conduct the SR 12 Transit Corridor Study.*
 - 2. Authorize the Executive Director to enter into a consultant contract to conduct the study based upon the proposal selected.*
- (1:45 – 1:55 p.m.) – Pg. 24

Dan Christians

- B. Solano Bikeway Extension Feasibility Study (McGary Road)**
Recommendation:
Recommend that the STA Board authorize the Chair to submit a letter of support to the City of Fairfield recommending the City of Fairfield select a preferred option and begin implementation of the Solano Bikeway Extension project.
- (1:55 – 2:05 p.m.) – Pg. 26

Dan Christians

- C. The Metropolitan Transportation System (MTS) and Federal Funding for Local Streets and Roads**
Recommendation:
Recommend to the STA Board of Directors the following:
- 1. Support replacing the Metropolitan Transportation System (MTS) with the Federal Functional Classification System (FFCS) and to use the FFCS to determine the Local Streets and Roads needs that are regionally significant.*
 - 2. Replace the current distribution of Federal funds for Local Streets and Roads that is based on MTS shortfall with a distribution based upon population, centerline miles of roadways, and condition of roadways identified in the FFCS for the Third Cycle of TEA-21 Federal funding and for subsequent Federal authorization bills.*
- (2:05 – 2:15 p.m.) – Pg. 31

Mike Duncan

- D. Preliminary Regional Bicycle/Pedestrian Program Applications** Robert Guerrero
Recommendation:
Recommend the STA Board support project applications submitted for the Regional Bicycle/ Pedestrian Program (based on preliminary applications and input provided by the BAC/PAC at their December 16th meeting)
(2:15 – 2:10 p.m.) – Pg. 48
- E. T-PLUS Work Plan for 2005** Robert Guerrero
Recommendation:
Recommend the STA Board approve the STA T-PLUS Work Plan for 2005.
(2:10 – 2:15 p.m.) – Pg. 49
- F. STA, SolanoLinks, and SNCI Marketing Plan 2005 (Phase I)** Dan Christians
Elizabeth Richards
Recommendation:
Recommend the STA Board approve the following:
1. The proposed Marketing Plan Tasks (Phase I) for STA, SolanoLinks Transit, and SNCI as specified on Attachment A;
2. Amend the existing contract with MIG for an amount not to exceed \$84,000.
(2:15 – 2:25 p.m.) – Pg. 53
- G. Status of State Route 12 Operational Strategy** Mike Duncan
Recommendation:
Recommend the STA Board reconvene the SR 12 Subcommittee to review the proposed draft SR 12 Implementation Plan and provide a recommendation to the STA Board.
(2:25 – 2:30 p.m.) – Pg. 57
- H. Adoption of STA's 2005 Legislative Priorities and Platform** Daryl Halls
Recommendation:
Recommend the STA Board approve the Draft STA 2005 Legislative Priorities and Platform.
(2:30 – 2:40 p.m.) – Pg. 59

VII. INFORMATION ITEMS

- A. Funding the Alternative Modes Element of the Comprehensive Transportation Plan (CTP)** Dan Christians
Informational (2:40 – 2:45 p.m.) – Pg. 77

- | | |
|---|-----------------------------------|
| B. Solano/Napa Multi-Modal Travel Demand Model (Phase 1) <i>Informational</i> (2:45 – 2:50 p.m.) – Pg. 86 | Dan Christians/ Joe Story, DKS |
| C. Update of Small UZA Payback Plan <i>Informational</i> (2:50 – 2:55 p.m.) – Pg. 96 | Mike Duncan |
| D. Transportation Enhancement (TE) Programming <i>Informational</i> (2:55 – 3:00 p.m.) – Pg. 106 | Mike Duncan |
| E. Status of the 2004 State Transportation Improvement Program (STIP) <i>Informational</i> (3:00 – 3:05 p.m.) – Pg. 109 | Mike Duncan |
| F. Preliminary Draft Update to the Arterials, Highways and Freeways Element of the CTP 2030 <i>Informational</i> (3:05 – 3:10 p.m.) – Pg. 111 | Sam Shelton |

VIII ADJOURNMENT

The next regular meeting of the Technical Advisory Committee will be at **1:30 p.m. on Wednesday, January 26, 2004.**



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting
December 1, 2004

I. CALL TO ORDER

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

Present:

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

Others Present:

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

II. APPROVAL OF AGENDA

By consensus, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Cameron Oakes announced that Yader Bermudez has been promoted to Deputy Director for Maintenance.

MTC: Craig Goldblatt announced to the TAC the Unmet Transit Needs Process public hearing today at 6:00 p.m. at the Ulatis Community Center in Vacaville.

STA: Robert Guerrero reminded the TAC of MTC's Regional Bicycle and Pedestrian Program. He noted that all applications will need to be reviewed by the Bicycle Advisory Committee on December 16, 2004.

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

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

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

V. CONSENT CALENDAR

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

Recommendation:

A. Minutes of the TAC Meeting of September 29, 2004

Recommendation: Approve minutes of September 29, 2004.

B. STA Board Meeting Highlights –
October 13, 2004

C. STIA Board Meeting Highlights –
October 13, 2004

D. Updated STA Meeting Schedule for 2004

E. Funding Opportunities Summary

F. Surplus of One Solano Paratransit Vehicle

Recommendation:

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

VI. ACTION ITEMS

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

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

Recommendation:

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

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

B. Countywide TLC Planning Grants Call for Projects

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

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

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

Recommendation:

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

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

C. Proposed 2005 Legislative Priorities and Platform

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

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

Recommendation:

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

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

D. Small UZA Payback Plan

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

Recommendation:

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

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

VII. INFORMATION ITEMS

A. Funding for Transit Element of the Comprehensive Transportation Plan

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

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

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

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

C. Wrap up of Results of Measure A

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

D. STIP-TIP Financial Constraint

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

E. Accelerated Project Delivery

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

F. Highway Projects Status Report

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

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

G. Regional Measure 2 (RM2) Update and Revisions

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

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

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

VIII. ADJOURNMENT

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



Solano Transportation Authority
Board Highlights
For December 8, 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 December 8, 2004 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of December 8, 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 |
| Steve Messina | City of Benicia |
| Ed Woodruff (Member Alternate) | City of Rio Vista |
| Mike Segala (Member Alternate) | City of Suisun City |
| Rischa Slade (Member Alternate) | City of Vacaville |
| Pete Rey (Member Alternate) | City of Vallejo |
| John Silva | County of Solano |

BOARD MEMBERS ABSENT:

| | |
|---------------------------------|---------------------|
| Mary Ann Courville (Vice Chair) | City of Dixon |
| Marci Coglianesse | City of Rio Vista |
| Jim Spering | City of Suisun City |
| Anthony Intintoli | City of Vallejo |

ACTION ITEMS: FINANCIAL

None Presented

ACTION ITEMS: NON FINANCIAL

A. Countywide TLC Planning Grants Call for Projects

Recommendation:

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

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

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

Recommendation:

Authorize the STA Chair to sign a Letter of Support for a Caltrans Partnership Planning Grant Application Submitted by MTC entitled "Smarter Growth along the I-80/Capitol Corridor".

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

C. Small UZA Payback Plan

Recommendation:

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

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

D. Proposed 2005 Legislative Priorities and Platform

Recommendation:

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

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

CONSENT CALENDAR ITEMS:

On a motion by Member Silva and a second by Member Messina, the consent items were approved as amended, noting Agenda Item VII.E Resolution No. 2004-10.

A. STA Board Minutes of September 8, 2004

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

B. Review Draft TAC Minutes of December 1, 2004

Recommendation: Receive and file.

C. FY 2003-04 Fourth Quarter Financial Report

Recommendation: Receive and file.

D. Contract Amendment for Specialized Legal Services

Recommendation:

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

E. Surplus of One Solano Paratransit Vehicle

Recommendation:

Authorize STA to dispose of one surplus Paratransit vehicle and approve Resolution No. 2004-10 "A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle".

UPDATE FROM STAFF

A. Caltrans Report

B. MTC Report

C. STA Report

1. Presentation – Elizabeth Richards provided an update on Funding the Transit Element of the CTP.
2. Presentation – Mike Duncan provided an update on the Accelerated Project Delivery Process.
3. Proclamation of Appreciation – Rischa Slade – Member Alternate, City Council member, City of Vacaville
By consensus, the STA Board unanimously approved the Proclamation.
4. Letter of Appreciation – Yader Bermudez – Division Chief, Caltrans.
By consensus, the STA Board unanimously approved the Letter of Support.

INFORMATIONAL ITEMS: Information was provided for the following items:

A. Accelerated Project Delivery

B. Funding for Transit Element of the Comprehensive Transportation Plan

C. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)

D. STIP-TIP Financial Constraint

E. Highway Projects Status

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

F. Regional Measure 2 (RM2) Update and Revisions

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

- ◆ *Regional Signal Timing Program-December 30, 2004.*
- ◆ *Regional Bicycle and Pedestrian Program-January 21, 2005.*
- ◆ *Countywide Transportation for Livable Communities (TLC) Planning Grant-January 28, 2005.*
- ◆ *Traffic Engineering Technical Assistance Program (TETAP)-January 28, 2005.*
- ◆ *Office of Traffic Safety (OTS) Grant-January 31, 2005.*

The STA Board meeting was adjourned at 6:53 p.m. The next regular meeting of the STA Board is scheduled for **January 12, 2004, 6:00 p.m.** at Suisun City Hall Council Chambers.



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

Background:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Meeting Schedule – First Quarter 2005



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

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



DATE: December 14, 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 |
| Traffic Engineering Technical Assistance Program (TETAP) | Christina Atienza, MTC (510) 817-3221 | January 28, 2005 |
| Office of Traffic Safety (OTS) Grant | Mark Bertacchi, OTS (916) 262-0985 | January 31, 2005 |
| Bicycle Transportation Account (BTA) | David Priebe, Caltrans (916) 653-0036 | February 1, 2005 |



FUNDING OPPORTUNITY:

Regional Signal Timing Program

Due December 30, 2004

TO: 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:

Traffic Engineering Technical Assistance Program (TETAP)

Due 4:00pm, January 28, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

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

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

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

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

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

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

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

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



FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Grant

Due January 31, 2005

TO: 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



FUNDING OPPORTUNITY:

Bicycle Transportation Account (BTA)

Due February 1, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Local agencies with an adopted Bicycle Transportation Plan are eligible.

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

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

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

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

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

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

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



DATE: December 10, 2004
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: TDA Article 3 Call for Bicycle/ Pedestrian Projects

Background:

Transportation Development Act (TDA) funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. Solano Transportation Authority). Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. Although the exact amount fluctuates every year, Solano County generally receives about \$235,000 annually.

The STA's Bicycle Advisory Committee (BAC) is required by MTC to review TDA Article 3 applications and make funding recommendations for bicycle/ pedestrian related projects. The BAC consists of nine (9) members nominated by each city and county jurisdiction and a Member at Large appointed by the STA Board of Directors. The BAC established TDA Article 3 Criteria and Guidelines, based on MTC requirements, to assist them in recommending priority countywide bicycle projects. Their recommendations are conveyed through a 5-year implementation plan (TDA Article 3, 5-year Bicycle/ Pedestrian Plan), which is updated annually to allow bicycle project sponsors to add, delete, or change the project status (see Attachment A).

Projects in the first year of the updated TDA Article 3, 5-year Bicycle/ Pedestrian Plan are recommended to MTC for funding.

Discussion:

In order to have TDA Article 3 applications submitted to the Metropolitan Transportation Commission prior to May 1, 2005, STA BAC and staff recommend the STA Board issue a Call for TDA Projects for the 5-Year Bicycle/ Pedestrian Plan. Projects listed in Year 1 of the 5-Year Bike Plan (see Attachment A) will have priority for TDA funds in FY 2005-06 and will need to have prepared applications for the BAC and STA Board to review prior to submitting them to MTC for final approval and funding allocation. Generally, no new projects are added in Year 1 unless additional funding is available (such as higher than anticipated TDA revenue).

The remainder of the 5-Year Bicycle/ Pedestrian Plan is subject to change, particularly in Year 5 (FY 2009/10) where there are no listed projects. Projects in the outer years of the 5-Year plan do not have fund amounts identified due to the uncertainty of exactly how much TDA funding will be available at that time. Staff requests project sponsors with new projects or revisions to the 5-Year Plan prepare a letter describing the project for BAC review and STA Board approval. Staff proposes a February 18, 2005 deadline for Year 1 TDA Applications and project letters from sponsors in order for the BAC to review and make a recommendation at their March 3, 2005 meeting. Staff is recommending that only bicycle projects contained in the Countywide Bike Plan be eligible for TDA Article 3 funds. The TAC will have an opportunity to review the BAC's recommendation at their March 23, 2005 meeting, followed by an STA Board action on April 13th (see Attachment B for proposed TDA Article 3 schedule).

Recommendation:

Recommend the STA Board issue a TDA Article 3 Call for Projects for the 5-Year Bicycle/ Pedestrian Plan.

Attachments:

- A. Preliminary TDA Article 3, 5-Year Bicycle/Pedestrian Plan
- B. Proposed TDA Article 3 Schedule

FY 2005-2010 5-Year Solano Bicycle/Pedestrian Plan

| Project Sponsor | Project | Total Project | TDA Request | Recommend | Est. Running Balance | Comments | |
|---------------------------|--|--------------------|--------------------|------------------|----------------------|--|---|
| Year 1 (2005-2006) | | | | | | \$235,000 | \$235,000 MTC estimate plus any balance from previous year |
| 1. Co. of Solano | Winters Railroad Bridge over Putah Creek | \$2,000,000 | \$150,000 | \$150,000 | \$85,000 | These TDA Article 3 funds are intended to help a local match to other state or federal discretionary to be pursued by applicant. | |
| 2. City of Fairfield | Construct Class 1 Fairfield Linear Park and related enhancements (landscaping, lighting, amenities) located between Union Avenue and Air Base Parkway | \$1,400,000 | \$1,400,000 | \$79,907 | \$5,093 | These TDA Article 3 funds are intended to help a local match to other state or federal discretionary to be pursued by applicant. | |
| SUBTOTAL | | \$3,400,000 | \$1,550,000 | \$229,907 | \$5,093 | | |
| Year 2 (2006-2007) | | | | | | \$235,093 | \$235,000 MTC estimate plus any balance from previous year |
| 1. City of Fairfield | Class 1 Linear Park Trail- design and construction of enhancements (landscaping, lighting, amenities, etc.) for the Linear Park Trail between Union Avenue and North Texas Street. | 1,400,000 | \$60,093 | \$60,093 | \$175,000 | Applicant requested additional funding for the Linear Project for a total of \$140,000. Letter dated Jan. 7th 2002. | |
| 2. Solano County | Vacaville-Dixon Bike Route (Phase 1) | | \$150,000 | \$150,000 | \$25,000 | Applicant request dated 2/15/02 | |
| SUBTOTAL | | \$1,400,000 | \$210,093 | \$210,093 | \$25,000 | | |
| Year 3 (2007-2008) | | | | | | \$255,000 | \$235,000 MTC estimate plus any balance from previous year. |
| City of Rio Vista | Class 1 Bike Route between Trilogy Subdivision and Downtown Rio Vista | \$312,000 | \$100,000 | \$100,000 | \$155,000 | Request made 2003 | |
| County of Solano | Suisun Valley Road Bridge at Suisun Creek Replacement Project (Bridge no. 23C-77) | \$1,400,000 | \$80,000 | \$80,000 | \$75,000 | Originally recommended for funding in 2004-05 for \$76,000. Request made 2003. | |
| City of Vacaville | Ulatis Creek Class I Bike Path (Segment C) | \$150,000 | \$75,000 | \$75,000 | \$0 | Request made 2003 | |
| SUBTOTAL | | \$1,862,000 | \$255,000 | \$255,000 | \$0 | | |
| Year 4 (2008-2009) | | | | | | \$235,000 | \$235,000 MTC estimate plus any balance from previous year. |
| City of Vacaville | Ulatis Creek Class I Bike Path (Segment D) - complete the class I bikerooute between Allison Drive to Ulatis Drive near intersection w/ Nut Tree Road. | \$250,000 | \$150,000 | | | | |
| Solano County | Bridge replacement project to include class 2 bike route on Abernathy Road, south of Markas Corner Road. | | \$100,000 | | | | |
| Solano County | Bridge replacement project to include class 2 bike route on Cordelia Road, east of Thomasson Lane | | \$100,000 | | | | |
| Rio Vista | Waterfront Pedestrian and Bicycle Improvements | | \$200,000 | | | | |
| Suisun City | Class I Bike/Pedestrian Path along McCoy Creek from Highway 12 to Pintail | | \$75,000 | | | | |
| STA | Countywide Bicycle Plan Update | | \$40,000 | | | | |
| SUBTOTAL | | \$250,000 | \$665,000 | \$0 | | | |

NEW PROJECT REQUEST

Year 5 (2009-2010)

ATTACHMENT B

Transportation Development Act Article 3 Proposed Schedule

| | |
|-------------------|---|
| January 12, 2005 | STA Board Call for TDA Article 3 projects |
| February 18, 2005 | Proposed deadline for Year 1 TDA Article 3 Applications and project letters |
| March 3, 2005 | BAC to review TDA Article 3 projects and provides a recommendation to the STA Board for TDA Art. 3 project approval |
| March 23, 2005 | TAC reviews BAC TDA Art. 3 recommendation and provides a TAC recommendation to the STA Board. |
| April 13, 2005 | STA Board approves TDA Article 3 5-year Bicycle/Pedestrian Plan and Year 1 TDA Art. 3 Applications |
| April 14, 2005 | Year 1 TDA Art. 3 Applications are submitted to MTC for their final approval by their commission for TDA allocations. |
| July 1, 2005 | STA member agencies with TDA Article 3 allocations for FY 05-06 can begin claiming reimbursements for their project |



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

Background:

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

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

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

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

Based upon the various STA and local transit studies prepared in the past couple of years and the projected increase in population, jobs and travel demand along the SR 12 corridor, daily transit service (at least between Rio Vista-Suisun City-Fairfield-Napa) is anticipated to be

needed starting in the next few years. Currently, there is no daily transit service along the SR 12 corridor connecting Fairfield and Suisun City to Napa or Rio Vista to Fairfield and Suisun City.

Discussion:

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

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

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

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

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

Two proposals were received from the following consultants:

- Urbitran
- Wilbur Smith Associates

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

Recommendation:

Recommend the STA Board approve the following:

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

Attachment:

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



DATE: December 14, 2004
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano Bikeway Extension Feasibility Study (McGary Road)

Background:

In 1995, the Solano Bikeway project was originally identified as a primary bicycle route in the Countywide Bicycle Plan. The need for that route has been confirmed in each of subsequent updates to the bicycle plan (including the 1997, 1999, 2001 and 2004 plan updates). In the May 2004 Countywide Bicycle Plan update, the Solano Bikeway Extension gap closure was identified to be one of the four highest priority bicycle projects in Solano County by the Bicycle Advisory Committee (BAC), TAC and STA Board.

In 2001, Phase 1 of the Solano Bikeway was completed in Vallejo (which provided a connection between Columbus Parkway and Hiddenbrooke Parkway). Phase 1 of the bike route was built because of the need to provide a more complete intercity bicycle system with the expectation that additional connecting phases of the route would be provided to key destinations in Fairfield and Vallejo and beyond.

Since June 2002, the Bicycle Advisory Committee (BAC) and the STA staff have been working with the City of Fairfield staff to develop the Solano Bikeway Extension Feasibility Study. The main purpose of this study was to identify options for developing bikeway facilities (both short and long term) for a bicycle facility along the I-80 Corridor connecting Solano Community College and the Linear Park in Fairfield to the existing Phase 1 Solano Bikeway in Vallejo. McGary Road in Fairfield previously served as that connection until it was closed in 1998 because of liability and maintenance problems due to damage caused by the Red Top Slide.

The Solano Bikeway Extension Feasibility Study was funded with TDA Article 3 funds. A project development team (PDT) consisting of members of the Bicycle Advisory Committee and staff from City of Fairfield and STA provided input and oversight on the study. Alta Planning and Design, and their engineering subconsultant Creegan and D'Angelo, drafted the study.

The draft feasibility study was completed on January 27, 2003. On May 14, 2003, based on a recommendation from the Bicycle Advisory Committee and the STA TAC, the STA Board authorized the Executive Director to submit a letter forwarding comments to the City of Fairfield.

The feasibility study assumed that the existing McGary Road would not be fully re-opened to the general vehicle traffic, but instead would be developed as a 10-foot wide bikeway that would also accommodate local landowners and emergency access vehicles. The study recommended the Alternative 2 option, consisting of an 8" concrete section built over a minimum 7" base rock section. This option was estimated to cost about \$760,000 for a 4,000 linear foot segment.

Since the initial letter was sent to the City of Fairfield, there has been additional input provided from the Bicycle Advisory Committee, the City of Fairfield and STA staff to consider other variations to the recommended option as well as potential ways to address on-going maintenance concerns. On September 9, 2004, a field meeting at the site was held with Caltrans representatives, BAC members, and City of Fairfield and STA staff, to obtain a current update on the condition of the roadway and hear a status report on the nearby Red Top Slide remediation project.

Discussion:

On October 7, 2004, in its role as an advisory committee to the STA Board, the Bicycle Advisory Committee (BAC) requested STA staff to prepare a letter of support to the STA Board to encourage the City of Fairfield to complete the feasibility study, select an option and move towards implementing the project (see Attachment A- draft minutes for October 7, 2004 BAC meeting).

On December 16, 2004, the Bicycle Advisory Committee is also meeting to further discuss and finalize a recommendation to the STA Board to request the City of Fairfield to complete the feasibility study and begin implementing the project. Because this project has been adopted by the STA Board as a top priority bicycle project for the county, it is also requested that the TAC review the BAC's recommendation prior to it being forwarded to the STA Board.

The final alignment, design, funding and maintenance arrangements are the City of Fairfield's decision and responsibility. With support from the City of Fairfield, TAC, BAC, and STA Board, STA staff is continuing to help facilitate the best course of action to complete the Solano Bikeway Extension Feasibility Study, make further progress towards implementing the project supported by the City of Fairfield that is generally consistent with the Countywide Bicycle Plan, and help identify and obtain the funding to complete the project.

A copy of any action or letter recommended by the Bicycle Advisory Committee at their meeting on December 16, 2004 will be provided to the TAC members at this meeting.

Recommendation:

Recommend that the STA Board authorize the Chair to submit a letter of support to the City of Fairfield recommending the City of Fairfield select a preferred option and begin implementation of the Solano Bikeway Extension project.

Attachment:

A. Draft minutes from October 7, 2004 BAC meeting.

*Agenda Item VI
December 16, 2004*

BAC

Meeting Minutes

Thursday, October 7, 2004 6:30pm
STA Conference Room
One Harbor Center, Suite 130
Suisun, CA 94585

I. CALL TO ORDER/ SELF-INTRODUCTIONS

The Solano Bicycle Advisory Committee (BAC) was called to order at 6:41 p.m. by BAC Chair, J.B. Davis. A quorum of BAC members was present.

| | | |
|-------------------------|---|--|
| Members Present: | <i>J.B. Davis, Chair</i> <i>Glen Grant, Vice-Chair</i> <i>Randall Carlson</i> <i>Bill Schmidt</i> <i>Larry Mork</i> <i>Mick Weninger</i> | <i>Benicia BAC member</i> <i>Solano County BAC Member</i> <i>Fairfield BAC member</i> <i>Member-at-Large BAC member</i> <i>Rio Vista BAC member</i> <i>Vallejo BAC member</i> |
| Members Absent: | Michael Segala Ray Posey Jim Fisk | Suisun City BAC member Vacaville BAC member Dixon BAC member |
| Also Present: | Dana Cowell Morrie Barr Doug Johnson | Caltrans District 4 City of Fairfield Public Works Metropolitan Transportation |
| Commission | Paul Wiese | Solano County Transportation |
| Department | Gary Cullen Michael Throne Robert Guerrero Sam Shelton | Suisun City Public Works City of Benicia Public Works STA STA |

II. APPROVAL OF AGENDA

On a motion by Mick Weninger and a second by Randy Carlson, the BAC approved the October 7, 2004 Agenda.

III. APPROVAL OF AUGUST 12, 2004 BAC MINUTES

On a motion by Mick Weninger and a second by Randy Carlson, the BAC approved the August 12, 2004 meeting minutes.

OPPORTUNITY FOR PUBLIC COMMENT

Bill Schmidt made an observation that Amport is trying to prohibit bicycles on a road

he believes is a public access road. J.B. Davis notified Bill Schmidt that he has already advised the Chief of Police about the matter.

Robert Guerrero announced that the 7th Annual STA Awards Ceremony will be held on November 10th. Mr. Guerrero also stated that three BAC members had been nominated for awards.

IV. INFORMATION ITEMS

A. Rideshare Thursday

Robert Guerrero presented Anna McLaughlin's staff report about SNCI's Rideshare Thursday campaign.

B. Solano Bikeway Extension Caltrans (McGary Road)/Red Top Slide Update

J.B. Davis praised Randy Carlson for his aggressive questions for Caltrans and City of Fairfield staff during the September 9th meeting at McGary Road.

Robert Guerrero gave a quick overview of the September 9th McGary Road meeting between Caltrans Staff, City of Fairfield Staff, STA staff and members of the BAC. Dana Cowell, Caltrans District 4, reported to the BAC about the stabilization measures being put into place. The initial results from phase one are promising but the stabilization system still needs to be tested with heavy rains. Caltrans cannot guarantee that the slide has stopped.

Morrie Barr, City of Fairfield Deputy City Manager, reminded the BAC of the liability issues involved in improving a road on a slide and indicated the City of Fairfield will not improve McGary Road if the slide is still moving. Any improvements that will hold vehicles will need concrete injection treatments that would increase the cost of any project by at least \$700K. Several BAC members presented the following alternatives to improving McGary Road to one or two lanes of public access:

- Alternative access along the shoulder of I-80
- Limited improvements along the shoulder of McGary Road for "non-motorized public bicycle and pedestrian access" including Magnesium Chloride treatments that Solano County uses for levees or Rubberized Asphalt that Mr. Barr recommended
- "At your own risk" designation to remove liability by working with the City of Fairfield's City Attorney.

Randy Carlson indicated that he tried to work with the city staff to resolve this issue and felt that it was time to work directly with the Fairfield City Council. Mr. Carlson requested an item be agendaized in the next meeting for the BAC to send a letter regarding the Solano Bikeway Extension and McGary Road to the STA and City of Fairfield.

Dana Cowell also presented information regarding the Al Zampa / Carquinez Bridge. Talks with the CHP have extended the hours of operation for the bike/ped path from 6am to 9pm. Dana also updated the BAC regarding the

Benicia/Martinez Bike/Ped Shuttle. The shuttle will not be brought back due to fiscal constraints; however, he recommended that the BAC join the EBBC to raise bike issues during a Benicia/Martinez Bridge meeting at Caltrans in January.

C. MTC Regional Bicycle and Pedestrian Program

Doug Johnson gave an overview of the Regional Bicycle and Pedestrian Program. On J.B. Davis' request, Johnson gave several recommendations about how to make an application stronger, such as letters of recommendation, inclusion in countywide and local bicycle and pedestrian plans, and meeting all the eligibility criteria and scoring factors.

D. 5-Year TDA Article 3 schedule

Robert Guerrero took the BAC through a schedule designed to prevent the BAC from submitting a late TDA Art-3 application.

ADJOURNMENT

Randy Carlson proposed an action item for next BAC meeting regarding political action for McGary Road and a letter to the City Council pending his dialogue with the Fairfield City Manager. J.B. Davis announced that he would be absent from the next BAC meeting.

J.B. Davis also reminded the BAC that Glen Grant requested setting a future agenda item to address Uniform Class I Bike Path requirements discussed at the previous BAC meeting. Grant sited that some Class I paths were poorly designed at intersections, had poor surfacing, and non-standard widths. Grant also had concerns about funding Class I paths adjacent to quality Class II paths.

The BAC adjourned at 8:14 p.m.



DATE: December 12, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: The Metropolitan Transportation System (MTS) and Federal Funding for Local Streets and Roads

Background:

In Fall 2002, the MTC Pavement Management Program section established a committee of Public Works Directors and other Public Works personnel to help identify the estimated pavement and non-pavement needs throughout the Bay Area for the next 25 years. Additionally, this committee (called the Local Streets and Roads Committee) assisted MTC in determining the potential revenues that may be available to meet the pavement and non-pavement needs of the Bay Area. The Bay Area Partnership "adopted" this committee as a standing technical committee of the Partnership Board and authorized four Public Works members to serve on the Partnership Board, selected by the membership of the Local Streets and Roads (LS&R) Committee. This committee was instrumental in helping the Directors of the Congestion Management Agencies (CMAs) develop a proposed investment strategy for the 2005 Regional Transportation Plan (called Transportation 2030 or T-2030) with a strong emphasis on Local Streets and Roads funding. The \$990.5M proposed by the CMAs for local streets and roads was almost seven times the amount programmed in the 2001 Regional Transportation Plan and was adopted by MTC as the regional program investment scenario. The \$990.5M was based on the projected shortfall on the Metropolitan Transportation System (MTS) roadways over the next 25 years.

On February 6, 2004, the Local Streets and Roads Committee developed the following recommendations to forward to the Partnership Board:

1. Recognizing we are in a serious financial situation throughout the Bay Area and the State, for this cycle of federal funds streets and roads dollars will be spent only on Metropolitan Transportation System (MTS) roadways as identified in the MTC resolution (distribution based on MTS shortfall).
2. The Committee will continue to evaluate how streets and roads funds may be used more flexibly in the future for arterials and collectors.
3. The Committee will make a strong effort over the next year to work with MTC to evaluate the MTS, how streets are included on the MTS, and how the system may be modified to include additional streets that are of "regional significance."
4. The Committee will continue to refine how the needs and shortfall are identified for both MTS and non-MTS streets and roads.

The overriding reason for the recommendation from the Committee to confine the Local Streets and Roads funding to the MTS for the next Federal cycle was the comparison of the MTS to the “Score 16” criteria used to justify the need for regional Transit funding. As stated in the adopted MTC Investment Scenario, the Local Streets and Roads funding rationale was a “Regional investment priority given to maintaining defined regionally significant routes – MTS pavement and non-pavement.” Based upon this original decision by the Committee, they agreed to a formula to distribute funds that was based strictly upon the MTS shortfall for a county. Solano County was identified to receive only 3% of the available funding although we represent approximately 6% of the Region’s population. The table below shows the approximate distribution of Federal funds from MTC for cycle 2 programming based on MTS shortfall by county:

| COUNTY | POP % | REVENUE % | CYCLE 2 REVENUE |
|---------------|-------|-----------|-----------------|
| Alameda | 21.8% | 10% | \$5,696,110 |
| Contra Costa | 14.3% | 11% | \$6,103,407 |
| Marin | 3.7% | 6% | \$3,360,803 |
| Napa | 1.9% | 6% | \$3,357,296 |
| San Francisco | 11.7% | 9% | \$5,315,974 |
| San Mateo | 10.7% | 7% | \$3,717,401 |
| Santa Clara | 25.4% | 28% | \$15,985,248 |
| Solano | 5.9% | 3% | \$1,876,269 |
| Sonoma | 4.6% | 20% | \$11,587,492 |
| TOTAL | | | \$57,000,000 |

At the March 12, 2004 meeting of the Local Streets and Roads Committee, the Committee reversed itself and voted to recommend a more flexible programming policy for the \$990.5M in Local Streets and Roads funds that would allow Counties to program funds for non-MTS streets if all MTS needs were met in the County. Although the committee voted for flexibility to allow use of Regional money on non-MTS streets and roads, it did not recommend revising the funding distribution to be based upon population or some other criteria although several members, including the members from Solano County, strongly objected to the funding distribution without requiring the use on MTS roadways only.

Discussion:

Over the past several months, the LS&R Committee has concentrated on two major issues:

1. Evaluation of the MTS
2. Equitable distribution of Federal funding for local streets and roads

Based upon a thorough evaluation of the Metropolitan Transportation System, including the reasons for the formation of the MTS and its application, the Committee determined that the MTS was a subjective system (except for Interstate highways and state routes) whose criteria was inconsistently applied across counties and even at MTC. As such, the Committee concluded the MTS should not be used as a basis for funding decisions or for determining which of the region’s roadways are eligible for Federal funds.

The LS&R Committee developed a proposal to replace the MTS with the Federal Functional Classification System (FFCS), a system used by the Federal Highway

Administration (FHWA) and Caltrans to classify roadways based upon an objective set of criteria. The Federal Government requires roadways to be on the FFCS to be eligible to use federal funding. The FFCS is defined as the system of roadways inclusive of all streets and roads classified as urban collectors and above or rural major collector and above. The Committee proposes that replacing the MTS with the FFCS will provide an objective and rational means by which local streets and roads funding needs and eligibility are determined. The Committee plans to forward their recommendation to the Partnership Board in February. Attachment A is the proposal from the Local Streets and Roads Committee to change the MTS to the FFCS.

The LS&R Committee concluded that the MTS, as a highly subjective and inconsistent system of roadways, was a poor indicator of the local streets and roads needs and that MTS shortfall should not be the basis for the distribution of Federal funds identified in the Regional Transportation Plan. The Committee recognized that allocations must take shortfall into account in order to prevent jurisdictions with roads in poor condition from falling further behind. However, other factors, including population and roadway miles, must also be considered so that jurisdictions are not being rewarded for “neglecting” roadway improvements, thus resulting in roadways in poor condition and large funding shortfalls. Using population and centerline miles of roadway to determine a funding distribution also has precedent at the State level with Proposition 42 revenues distributed based on a population/centerline miles model (when these funds become available).

The LS&R Committee developed a tentative proposal to have a funding distribution model based on 1/3 population, 1/3 centerline miles and 1/3 roadway condition. However, in order to reward jurisdictions that have invested in their roadways and thus have “good” roadways while still recognizing the need to help jurisdictions with “poor” roadways, the Committee proposed splitting the 1/3 for roadway condition into FFCS arterials and collectors shortfall (75% of the 1/3) and Pavement Condition Index (25% of the 1/3). Although the specific details of the proposed distribution are still being evaluated by the LS&R Committee, including the methodology for determining the “weight” for various ranges of PCI, the Committee unanimously agreed that a 1/3 population – 1/3 centerline miles – 1/3 pavement condition model will provide a more equitable model distribution of regional local streets and roads funds than the current MTS shortfall model. The table below shows the **tentative** funding distribution based upon the proposed model:

| COUNTY | CYCLE 2 REVENUE % | CURRENT CYCLE 2 REVENUE | PROPOSED REVENUE | PROPOSED REVENUE % |
|---------------|-------------------|-------------------------|------------------|--------------------|
| Alameda | 10% | \$5,696,110 | \$9,546,699 | 17% |
| Contra Costa | 11% | \$6,103,407 | \$7,875,591 | 14% |
| Marin | 6% | \$3,360,803 | \$3,037,643 | 5% |
| Napa | 6% | \$3,357,296 | \$1,928,584 | 3% |
| San Francisco | 9% | \$5,315,974 | \$5,901,444 | 10% |
| San Mateo | 7% | \$3,717,401 | \$5,209,758 | 9% |
| Santa Clara | 28% | \$15,985,248 | \$12,979,167 | 23% |
| Solano | 3% | \$1,876,269 | \$4,548,725 | 8% |
| Sonoma | 20% | \$11,587,492 | \$5,972,389 | 10% |
| TOTAL | | \$57,000,000 | \$57,000,000 | |

The LS&R Committee will distribute the proposed model to Public Works Directors throughout the Bay Area for comments and may “refine” the model; however, the basic distribution in thirds should remain as previously indicated.

The Committee could not reach a consensus on when the proposed model should take effect (third cycle or next RTP); therefore, they decided to only say that the proposed model would be equitable for the Regional Transportation Plan. However, many members of the Committee had strong opinions that a revised distribution model must be applied to the third cycle (FY 07-08 and FY 08-09) of Federal funding.

STA staff and the Solano County members of the LS&R Committee will continue to work with the LS&R Committee members, other CMA’s and MTC to develop a more equitable policy for the Third Cycle of Federal funding in the TEA-21 Reauthorization and for subsequent Federal authorization bills.

Recommendation:

Recommend to the STA Board of Directors the following:

1. Support replacing the Metropolitan Transportation System (MTS) with the Federal Functional Classification System (FFCS) and to use the FFCS to determine the Local Streets and Roads needs that are regionally significant.
2. Replace the current distribution of Federal funds for Local Streets and Roads that is based on MTS shortfall with a distribution based upon population, centerline miles of roadways, and condition of roadways identified in the FFCS for the Third Cycle of TEA-21 Federal funding and for subsequent Federal authorization bills.

Attachments

- A. LS&R Committee Proposal to Replace the MTS with the FFCS
- B. Minutes of the LS&R Allocation Sub-Committee

SUMMARY AND RECOMMENDATION FOR DETERMINING THE PORTION OF THE LOCAL STREET AND ROAD REHABILITATION NEED THAT IS “REGIONALLY SIGNIFICANT”

The Local Streets and Roads Committee recommends that the portion of the City/County streets and roads system that should be used for the purpose of determining both Pavement and Non-Pavement regional maintenance and rehabilitation needs, and for determining eligibility for regional funding for this purpose shall be the portion deemed eligible by FHWA and Caltrans for Federal funding, inclusive of all streets and roads classified as urban collector and above, or rural major collector and above, and as shown on a current approved version of the map depicting streets and roads classified by the Federal Functional Classification System (FFCS).

It is further recommended that the portion of the City/County road system described above be included in its entirety in the Metropolitan Transportation System (“MTS”) of roadways, and that future additions/deletions of streets and roads to the MTS be processed in accordance with State and Federal standards for amending the FFCS.

BACKGROUND

The MTS was introduced in 1991. It included all interstate highways, state routes, and a portion of the street and road system operated and maintained by Cities and Counties. The stated purpose at the time was to set up a system of roadways recognized as “regionally significant” to be subsequently analyzed and potentially “managed” to help relieve congestion through the application of system management techniques like signal coordination, special lane designation, etc. At around the same time, state legislation and local sales tax measures were setting criteria for “regionally significant roadways” (Contra Costa Measure C) and the Congestion Management network for purposes of congestion measurement and evaluation, compliance reporting, and other purposes. Preceding this, there existed for many years a sub-set of local streets and roads designated as eligible for federal funding. This sub-set was the Federal Aid to Urban (FAU) and Secondary (FAS) system, and was used by Counties to allocate federal money to cities and to county road projects.

In ensuing years, the MTS was not utilized in the manner that it was originally intended, and eventually reverted to being a system whose meaning and purpose became increasingly identified with distribution of regional funding to Cities and Counties and not system management. The importance of other system designations also evolved into something other than what was originally intended, and at this time, most “congestion management” and “regionally significant” roadway system designations are incorporated into more global and all encompassing network analyses that recognize the interrelationship of freeways, all types of arterial and collector local streets and roads and other modes of transportation, such as transit, bicycles, pedestrian travel and ferries.

On the Federal side, the FAU/FAS system evolved into the Federal Functional Classification System, which classified all streets, roads and highways according to an

accepted system of classification that assigned levels of importance to each road segment based on a number of criteria. This functional classification was very similar to that used by cities and counties since the 1970's to classify their roadways within their respective General Plans Circulation Element. For the past several federal funding cycles, all roadways classified as urban collector and above, or rural major collector and above have been deemed to be important enough to be eligible for federal funding. However, MTC has, for the most part, taken a more restrictive position by limiting needs assessment and eligibility to the streets and roads included in the MTS.

The implication that the MTS would be utilized in some way to "manage" the roadway system on a regional level, coupled with the growing identification of the MTS as the basis for regional fund allocation, has confused local jurisdictions and caused a certain amount of ambivalence regarding the designation and the process for including (or excluding) road segments in the MTS. This has been exacerbated by the fact that the original MTS was developed with minimal participation by local officials (MTC dealt with CMA's in establishing the MTS, not with the jurisdictions in charge of the local street and road system), and that the process for amending the MTS, which was intended to be flexible and to recognize changing times, priorities, etc. has become convoluted, increasingly subjective through modification and amendment of the criteria, and generally a mystery to the local jurisdictions most directly affected.

The ambiguity surrounding what should or should not be included on the current MTS, according to the specified criteria, results in an implied, if not real threat of loss of local control, and has resulted in local agencies seeking removal of streets from the MTS, thereby shooting themselves in the pocketbook, in a manner of speaking. Conversely, agencies seeking approval to add streets to the MTS have had their requests refused without gaining a clear understanding as to why the roadways being reviewed could not be considered "regionally significant". This has raised the suspicion on the part of local agencies, warranted or not, that there is an effort to keep the MTS restricted in size so as to keep the local streets and roads rehabilitation need "manageable" within the context of limited regional funding.

ANALYSIS

When it comes to using the MTS as the criteria for both establishing regional rehabilitation funding need as well as regional rehabilitation and system preservation funding eligibility, the picture is even more muddled. First of all, the relationship between a roadways structural condition and its "regional importance" is tenuous at best. While it is true that greater traffic (especially truck traffic) means greater wear and tear, it is not true that less traffic means that the road will be in better structural shape, or that a deteriorated road will become less congested because it is maintained to a higher standard. While to a degree, driving habits are dictated by road conditions, unless the condition is extremely poor, this influence is relatively minor when compared to other factors. As a result, restricting regional funding to MTS rehab will not solve the regional congestion problem, but could result in poor rehab strategy decisions by local jurisdictions, as described below.

The most rationale approach to maintenance of the roadway system is a scientifically based pavement management system, like the MTC PMS, which recognizes the relative traffic impacts on, as well as the importance of various road classifications, and integrates that information with road history, condition, prior maintenance record, etc., into a logical, systematic set of priorities and funding recommendations. Superimposing on such a system another system like the MTS, defined entirely on the basis of “regional importance” and not structural condition or rehabilitation needs, to define need and priorities, runs counter to the logic inherent in the PMS and can force local jurisdictions into making poor decisions regarding rehab strategy based on what is eligible and not what is needed. The FFCS, by broadly defining rehabilitation funding eligibility as encompassing all arterials and collectors, provides far greater flexibility and consistency with the MTC PMS (and other PMS systems) logical approach to system rehabilitation and preservation.

The bottom line is, there is not now, nor will there ever be in the foreseeable future enough regional funding to meet the regional need. In addition, this need will grow due to diminishing size of the local road rehabilitation funding pie and the accumulated effect of deferred maintenance that results from inadequate funding. However, the argument over what should be the size of the regional system for purposes of establishing need and funding priority is more than academic – it’s practical in the sense that it is used to arrive at a formula to divide up what limited amount of regional funding is available, and it is also used to dictate to local jurisdictions how the funding, once allocated, should be spent.

In summary, the use of the MTS, or any other system designation for determining a fair split of regional funding need between competing interests as well as funding eligibility should be predicated on:

- being fair and comparable to how other systems, notably transit, are treated
- consistent with how the federal government allocates funding
- reasonably tied to regional importance according to as objective a set of criteria as possible
- objective in its construct and participatory as to the process by which the designation is assigned.
- Broad enough in scope to allow local jurisdictions maximum flexibility to apply both local and regional funds toward system management in a rationale, scientifically based manner.

In the opinion of the LS&R Committee, the current MTS fails to fulfill any of these objectives.

To aid in the process of analyzing the current MTS system and developing a recommendation on how that system might be revised, a sub-committee of the Local Streets and Roads Committee was formed. The sub-committee developed a matrix in order to compare various alternatives—for defining a system of regionally significant roadways—against the criteria generally described in bullet points above. The matrix

attached to this recommendation is an abbreviated version of what the sub-committee used in the process of developing its recommendation.

Arguments Against the Current MTS:

- While comparing transit and streets and roads brings to mind “apples and oranges” the outcome of the current approach is that 30% of the transit shortfall is recognized as “regional” while only 13% of the streets and roads shortfall is represented by the MTS.
- The MTS has no direct relationship to the FFCS or to federal funding eligibility standards. Some streets on the MTS are not eligible for federal funding and many that are not on the MTS are.
- Current MTS criteria is largely subjective and not related to existing road system designations such as those included in local jurisdictions’ General Plans, Federal classification system, sub-regional congestion management plan designations, or other established standards. As the criteria and its application has evolved, the MTS has become a stand alone system unique (probably in all of the US) in its construction and application to determining how much federal funding goes to local streets and roads.
- from the local jurisdiction perspective, the process for adding/deleting streets from the MTS is mysterious, non participatory, and perceived as threatening to local control.
- It is not coordinated with the FFCS, and as a result, streets that are eligible for federal funding but not on the MTS are excluded from funding consideration and streets that are on the MTS but not classified as arterials or collectors on the FFCS are counted towards the “need” but ineligible to receive any federal monies.
- There is no built in “hierarchy” within the MTS, so if a decision needs to be made on prioritizing limited funds, its either all or nothing.
- Because the MTS is an artificially constructed subset of arterials and collectors it narrows local jurisdictions’ options in applying sound principles of pavement management to prioritize limited available funding. As a result, an MTS street may get paved when it doesn’t need to be, just because it can – a bad reason for deciding to do something.

Arguments Supporting Using the FFCS to Determine Regional Significance:

- Is comparable to transit in that both result in roughly 30% of the overall system shortfall being deemed “regional” in nature.
- It is the basis for federal funding eligibility
- The designation of “arterial” or “collector” is assigned to a road segment on the basis of a process that involves local, regional, state and federal concurrence, is closely linked to typical General Plan designations, and is generally more objective, consistent and understandable than the MTS designation process.
- Broadens local jurisdictions’ discretion on how to use regional funding in a prudent manner consistent with the PMS.

- Provides an objective basis, if needed, to determine priority for use of limited funding, either by use of the PMS or by assigning higher priority to arterials over collectors.

CONCLUSION

How the use of the MTS to determine the local streets and roads share of the funding pie is perceived by local city/county jurisdictions can be illustrated by the following analogy:

Most parents have heard of the age-old strategy for dividing a pie fairly between two of their kids - one gets to cut the pie and the other gets to pick the piece they want. Rightly or not, use of the MTS to determine the streets and roads share of the funding “pie” is perceived as the same kid cutting the pie and picking the piece they want.

Until the MTS is replaced with a more rational and objective means by which local streets and roads funding need and eligibility is determined, the results of the funding pie cutting, from the local jurisdiction perspective, will always be perceived as less than satisfactory, and MTC, like the hapless parent cutting the pie, blamed by one of the “kids” for giving the other preferential treatment. Substituting the FFCS for the MTS in this context won’t make everyone happy, but it will increase MTC’s credibility with local jurisdictions by making an important part of the “pie” cutting process separated from the politics of who gets what share.

For the reasons outlined in the paragraphs above, it is the recommendation of the Local Streets and Roads Committee, that the system of roadways deemed “regionally significant” for the purposes of determining the regional local street and road “need” for pavements and non-pavement rehabilitation, consist of all streets and roads with a Federal Functional Classification of Urban Collector and above or Rural Major Collector and above.

ATTACHMENT – MTS ALTERNATIVES COMPARISON MATRIX

10/25/2004

1 2 3 4

| | 1 Current MTS | 2 Arterials | 3 Arterials & Some Collectors (Transit) | 4 Federal System (Arterials & eligible Collectors) |
|-----------------------------------|---|--|---|--|
| Meets Criteria for Federal Funds? | Yes | Yes | Yes | Yes |
| Objective | No—Based on subjective criteria. | Based on FFC ¹ | Based on FFC plus + required data from local agencies regarding eligibility of collectors | Based on FFC |
| Consistent & Comparable | Current MTS is not consistent with other established route systems; i.e., FAU, Functional Class, CMP, etc... | Consistent with current FFC classifications. Does not change frequently. Comparable with major Transit routes. | Consistency would depend on the definition of eligible collectors. <u>Example:</u> All arterials and those collectors that carry Transit vehicles. | Consistent with current FFC. Does not change frequently. Covers more LS&R mileage than used by Transit vehicles; however, comparable in percentage of total shortfall represented by top Transit score |
| Simplifies | Most cities/counties do not currently track MTS routes (condition, traffic, etc...) There are no special management requirements for the MTS. | Already Defined – No subjective criteria | Would need to define the collectors that were eligible in a consistent manner. Some monitoring (ADT/ Transit route/ etc.) may be required | Already Defined – No subjective criteria |
| Defensible | Many major roadways are not included in the MTS. Difficult to understand application of criteria in determining “regional significance” of a roadway. | Only slightly greater than the current MTS. Arterials carry the most traffic (people/goods), therefore, it is easy to justify the definition of “regional significance”. | If the route is utilized by Transit, it should be considered “regional” since all of Transit is considered regional. | Score 16+ for Transit also equates to roughly 30% of the total Transit shortfall |
| Participatory | Not currently. Procedure for determining eligibility <i>could</i> be changed to allow more participation from public works representatives. | Requires minimal participation since it is based on the FFC | Would require input from local jurisdictions on eligibility criteria for collector routes | Requires minimal participation since it is based on the FFC |
| Shortfall Comparison (Approx.) | \$990,500,000 (13% of total) | \$1,357,000,000 (18% of total) | \$1,717,000,000 (23% of total) | \$2,287,000,000 (30% of total) |
| % Total Mileage | 8% | 14% | 19% | 28% |

¹ Federal Functional Classification (FFC) refers to the functional class of the roadway – Arterial, Collector, or Residential/Local. This classification is used in the Federal System to determine eligibility for the use of federal funds.



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Local Streets and Roads Committee

DATE: December 3, 2004

FR: LS&R Allocation Sub-Committee

RE: November 5th, Sub-Committee Meeting Recap

Attendees:

Charlie Beck, Fairfield; Julie Bueren, Contra Costa County; Fernando Cisneros, San Francisco; Bruce Goode, Concord; Anna LaForte, San Francisco; Brian Lee, San Mateo County; Ross McKeown, MTC; Rick Moshier, Santa Rosa; Marcella Rensi, VTA; Theresa Romell, MTC; Roger Smith, Texas A&M University; Steve Urbanek, Sonoma County

Background:

In MTC's 25-year Regional Transportation Plan (RTP)—*Transportation 2030*, scheduled for adoption in early 2005, approximately \$990.5 million in regional funding was allocated towards rehabilitation of the Local Street and Road network. That figure was based on the M&R funding shortfall that exists on the on the MTS portion of the region's Local Street and Road network. Likewise, the allocation of that \$990.5 million among the nine Bay Area counties was based on each county's (and cities) combined MTS shortfall.

There has been a large amount of debate regarding how regional funding should be allocated. Some argue that allocations should not be based solely on shortfalls, since this places those counties and jurisdictions that have invested more in maintaining their roadways in a good condition, at a disadvantage—those counties will have less need, and a lower resulting shortfall. Others argue that allocations must take shortfall into account in order to prevent jurisdictions with roads in poor condition, from falling further behind. Also, poor road conditions are often a result of insufficient resources, age of the network, geography, and other factors, and are not necessarily an indication of poor management.

The Local Street and Road Committee, at their October meeting, formed a sub-committee to look into the issue of allocating regional funding, and to develop a recommended allocation model for use in the future.

Discussion:

The first issue that the sub-committee discussed was when a new allocation model should take affect. Some members of the group felt strongly that the focus of the sub-committee's work should be on the next RTP (2008?), and not on if or how regional funds should be *re-allocated* for the 3rd cycle of STP programming or other programming efforts under the current RTP.

Doing so, it was argued, could upset the apple cart in terms of the relationship between Transit &

LS&R funding, and might alter plans that various CMAs have already made based on the current allocation method. Others in the group were in favor of seeing a re-allocation of the regional LS&R funding for the 3rd cycle.

In order to move forward, the sub-committee agreed to work on developing a model that would be appropriate for allocating regional funding for the **next RTP only**. Should a re-allocation of regional funding be advocated for and approved for the 3rd cycle of STP programming or other programming rounds under the *current RTP*, the sub-committee would need to meet again to re-evaluate the allocation model's appropriateness for that purpose.

The sub-committee also agreed to refer the debate of when a new allocation model should take affect, to the full LS&R Committee.

The sub-committee looked at various scenarios for allocating regional funding at the county level. The group was able to consider a variety of factors including population, mileage, need, shortfall, and several performance measures, that could be used individually or in combination, as a basis for allocation. There was a lot of support among the committee members for using a formula composed of population, mileage, and shortfall existing on arterials and collectors. It was agreed among the committee members that although shortfall should not be the sole basis for an allocation model, there should be an element of shortfall in the allocation model, since shortfall would be the determining factor at the regional level, as to how much money will be allocated for Local Streets and Roads vs. Transit, or other interests. Some consideration was also given to incorporating performance measures into the allocation model in an effort to encourage and support jurisdictions that have maintained their local street and road networks in good condition.

Summary / Next Steps:

The sub-committee members agreed to look at three scenarios for further consideration:

1. A combination formula consisting of three factors weighted one-third each: population, mileage, and arterial & collector shortfall.
2. A combination formula weighted 30% on population, 30% on mileage, 30% on arterial & collector shortfall, and 10% on pavement condition (PCI).
3. A formula that would take 10% (percentage may vary) off the top from the regional pool allocated for local streets and roads, to be allocated on the basis of performance measures. The remaining 90% would be allocated by the combination formula consisting of one third each—population, mileage, and arterial and collector shortfall.

MTC staff will produce sample results of how each scenario would affect the amount of funding allocated to each county and their cities. The sub-committee will meet on December 3rd from 9am to 10am, prior to the full LS&R Committee meeting at 10am, to discuss the three scenarios. The sub-committee will then report back to the LS&R Committee on its progress and need for further meetings.

Centerline Mileage & Population by County

Source for population statistics = 2000 U.S. Census

| Centerline Miles | |
|------------------|-----------|
| Small | 0 to 50 |
| Medium | 51 to 150 |
| Large | 150+ |

| ALAMEDA | | | | | |
|--------------|-------------|------------|------------|-------------|----------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |
| ALAMEDA CO. | 483 | 50.8 | 149.0 | 283.2 | 136,950 |
| ALAMEDA | 131 | 21.0 | 28.0 | 82.0 | 72,681 |
| ALBANY | 29 | 3.9 | 7.1 | 18.0 | 16,542 |
| BERKELEY | 216 | 40.3 | 17.3 | 158.4 | 103,539 |
| DUBLIN | 68 | 9.0 | 5.8 | 53.1 | 29,477 |
| EMERYVILLE | 20 | 4.7 | 2.9 | 12.4 | 6,906 |
| FREMONT | 474 | 57.1 | 16.5 | 400.4 | 204,444 |
| HAYWARD | 260 | 39.6 | 59.4 | 161.0 | 141,621 |
| LIVERMORE | 286 | 26.2 | 41.0 | 218.8 | 73,491 |
| NEWARK | 104 | 17.8 | 10.3 | 75.9 | 42,819 |
| OAKLAND | 836 | 150.1 | 105.0 | 581.0 | 404,663 |
| PIEDMONT | 39 | 3.0 | 3.3 | 32.7 | 10,997 |
| PLEASANTON | 179 | 32.3 | 19.2 | 127.5 | 63,798 |
| SAN LEANDRO | 181 | 29.0 | 18.3 | 133.7 | 80,073 |
| UNION CITY | 118 | 13.0 | 13.3 | 91.7 | 67,334 |
| Total | 3424 | 498 | 496 | 2430 | 1455335 |

| CONTRA COSTA | | | | | |
|---------------|-------------|------------|------------|-------------|---------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |
| CC CO. | 636 | 95.6 | 123.7 | 416.8 | 153,099 |
| ANTIOCH | 266 | 34.4 | 10.5 | 221.1 | 91,243 |
| BRENTWOOD | 105 | 0.9 | 4.3 | 99.8 | 22,230 |
| CLAYTON | 45 | 3.9 | 1.1 | 40.0 | 10,827 |
| CONCORD | 302 | 52.7 | 26.1 | 223.2 | 122,979 |
| DANVILLE | 150 | 15.2 | 7.7 | 127.2 | 41,797 |
| EL CERRITO | 68 | 12.1 | 8.4 | 47.6 | 23,345 |
| HERCULES | 47 | 6.4 | 0.0 | 40.6 | 19,628 |
| LAFAYETTE | 93 | 21.3 | 7.1 | 64.6 | 24,043 |
| MARTINEZ | 128 | 22.3 | 9.1 | 96.6 | 36,068 |
| MORAGA | 53 | 7.4 | 3.8 | 41.8 | 16,393 |
| OAKLEY | 77 | 7.8 | 12.7 | 56.5 | 25,886 |
| ORINDA | 92 | 9.2 | 11.6 | 71.2 | 17,693 |
| PINOLE | 52 | 6.2 | 4.3 | 41.5 | 19,228 |
| PITTSBURG | 147 | 26.1 | 14.7 | 106.1 | 57,411 |
| PLEASANT HILL | 110 | 17.1 | 7.3 | 85.6 | 33,024 |
| RICHMOND | 278 | 44.6 | 25.6 | 207.8 | 100,744 |
| SAN PABLO | 52 | 8.2 | 4.3 | 39.6 | 30,735 |
| SAN RAMON | 146 | 16.2 | 9.5 | 120.2 | 44,843 |
| WALNUT CREEK | 174 | 24.8 | 28.7 | 120.5 | 64,643 |
| Total | 3021 | 432 | 320 | 2268 | 955859 |

| MARIN | | | | | |
|--------------|---------|-----------|------------|--------|------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |

| | | | | | |
|--------------|------------|-----------|------------|------------|----------------|
| MARIN CO. | 417 | 28.2 | 133.0 | 255.9 | 68,905 |
| BELVEDERE | 13 | 1.3 | 3.9 | 7.8 | 2,137 |
| CORTE MADERA | 31 | 4.3 | 8.2 | 18.5 | 9,157 |
| FAIRFAX | 27 | 5.3 | 3.6 | 18.1 | 7,369 |
| LARKSPUR | 39 | 2.9 | 4.4 | 31.7 | 12,089 |
| MILL VALLEY | 60 | 7.1 | 11.7 | 41.2 | 13,677 |
| NOVATO | 137 | 18.4 | 21.1 | 97.5 | 47,866 |
| ROSS | 11 | 0.8 | 2.9 | 7.3 | 2,337 |
| SAN ANSELMO | 39 | 4.6 | 8.9 | 25.5 | 12,444 |
| SAN RAFAEL | 158 | 15.9 | 29.9 | 112.2 | 56,642 |
| SAUSALITO | 27 | 5.4 | 6.3 | 15.3 | 7,375 |
| TIBURON | 32 | 1.8 | 6.1 | 24.1 | 8,699 |
| Total | 991 | 96 | 240 | 655 | 248,697 |

| NAPA | | | | | |
|--------------|------------|-----------|------------|------------|----------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |
| NAPA CO. | 430 | 1.4 | 79.5 | 349.1 | 26,989 |
| AMERICAN CYN | 26 | 2.1 | 4.5 | 19.4 | 9,851 |
| CALISTOGA | 14 | 0.0 | 2.7 | 11.3 | 5,244 |
| NAPA | 205 | 24.7 | 11.4 | 168.9 | 72,945 |
| ST. HELENA | 26 | 0.0 | 0.5 | 25.5 | 6,001 |
| YOUNTVILLE | 8 | 0.0 | 0.5 | 7.5 | 4,061 |
| Total | 709 | 28 | 99 | 582 | 125,091 |

| SAN FRANCISCO | | | | | |
|---------------|-------------|------------|------------|------------|----------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |
| SAN FRANCISCO | 1008 | 209.6 | 91.4 | 706.9 | 781,877 |
| Total | 1008 | 210 | 91 | 707 | 781,877 |

| SAN MATEO | | | | | |
|------------------|---------|-----------|------------|--------|------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |
| SAN MATEO CO. | 315 | 30.2 | 32.8 | 252.0 | 61,868 |
| ATHERTON | 54 | 5.5 | 6.2 | 42.3 | 7,246 |
| BELMONT | 68 | 8.9 | 9.3 | 49.9 | 25,241 |
| BRISBANE | 20 | 5.4 | 3.0 | 11.6 | 3,570 |
| BURLINGAME | 82 | 17.6 | 14.1 | 50.3 | 28,251 |
| COLMA | 8 | 3.6 | 1.0 | 3.5 | 1,208 |
| DALY CITY | 117 | 24.0 | 10.3 | 82.7 | 104,819 |
| EAST PALO ALTO | 75 | 2.2 | 4.8 | 68.0 | 30,027 |
| FOSTER CITY | 35 | 11.8 | 8.6 | 14.6 | 28,999 |
| HALF MOON BAY | 28 | 3.7 | 4.2 | 20.2 | 11,942 |
| HILLSBOROUGH | 82 | 2.2 | 6.5 | 73.4 | 10,892 |
| MENLO PARK | 100 | 12.4 | 9.9 | 77.8 | 31,062 |
| MILLBRAE | 53 | 7.5 | 9.4 | 36.1 | 20,880 |
| PACIFICA | 88 | 15.6 | 11.0 | 61.5 | 38,692 |
| PORTOLA VALLEY | 37 | 7.3 | 8.8 | 20.9 | 4,481 |
| REDWOOD CITY | 154 | 29.1 | 23.3 | 101.6 | 76,265 |
| S. SAN FRANCISCO | 156 | 10.0 | 11.9 | 134.0 | 61,202 |
| SAN BRUNO | 87 | 15.0 | 7.6 | 64.4 | 40,585 |
| SAN CARLOS | 80 | 39.4 | 31.3 | 9.3 | 27,889 |
| SAN MATEO | 186 | 23.9 | 19.7 | 142.4 | 93,373 |

| | | | | | |
|--------------|-------------|------------|------------|-------------|---------------|
| WOODSIDE | 47 | 6.0 | 7.2 | 33.9 | 5,378 |
| Total | 1872 | 281 | 241 | 1350 | 713870 |

| SANTA CLARA | | | | | |
|---------------------|----------------|------------------|-------------------|---------------|-------------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |
| SANTA CLARA CO. | 702 | 111.1 | 70.9 | 520.0 | 101,436 |
| CAMPBELL | 87 | 19.3 | 6.5 | 61.2 | 38,370 |
| CUPERTINO | 135 | 21.9 | 3.8 | 109.3 | 50,871 |
| GILROY | 107 | 17.0 | 18.5 | 71.6 | 41,912 |
| LOS ALTOS | 108 | 13.7 | 10.9 | 83.4 | 27,948 |
| LOS ALTOS HILLS | 50 | 5.8 | 1.7 | 42.5 | 7,933 |
| LOS GATOS | 99 | 13.0 | 21.7 | 64.3 | 28,774 |
| MILPITAS | 120 | 21.5 | 18.2 | 80.3 | 63,395 |
| MONTE SERENO | 12 | 0.4 | 2.5 | 9.1 | 3,494 |
| MORGAN HILL | 104 | 17.3 | 12.1 | 74.6 | 33,563 |
| MOUNTAIN VIEW | 140 | 23.5 | 15.2 | 101.3 | 71,369 |
| PALO ALTO | 198 | 19.1 | 29.4 | 149.5 | 58,917 |
| SAN JOSE | 1789 | 332.1 | 131.3 | 1325.6 | 905,070 |
| SANTA CLARA | 239 | 47.3 | 41.9 | 149.7 | 102,792 |
| SARATOGA | 139 | 10.5 | 30.0 | 98.5 | 30,021 |
| SUNNYVALE | 264 | 44.1 | 41.9 | 178.1 | 132,968 |
| Total | 4293 | 718 | 456 | 3119 | 1698833 |

| SOLANO | | | | | |
|---------------------|----------------|------------------|-------------------|---------------|-------------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |
| SOLANO CO. | 512 | 13.4 | 181.2 | 317.3 | 19,471 |
| BENICIA | 90 | 28.0 | 11.4 | 50.6 | 27,036 |
| DIXON | 56 | 3.5 | 12.1 | 40.5 | 16,235 |
| FAIRFIELD | 263 | 56.4 | 35.8 | 170.9 | 97,033 |
| RIO VISTA | 19 | 0.0 | 7.1 | 11.9 | 4,588 |
| SUISUN CITY | 65 | 4.4 | 9.0 | 51.6 | 26,423 |
| VACAVILLE | 225 | 34.1 | 28.4 | 162.5 | 88,388 |
| VALLEJO | 235 | 61.3 | 36.0 | 137.7 | 117,683 |
| Total | 1465 | 201 | 321 | 943 | 396857 |

| SONOMA | | | | | |
|---------------------|----------------|------------------|-------------------|---------------|-------------------|
| Jurisdiction | CLMiles | Arterials | Collectors | Locals | Population |
| SONOMA CO. | 1401 | 19.29 | 291.91 | 1089.8 | 152,032 |
| CLOVERDALE | 15 | 0 | 0.53 | 14.5 | 6,787 |
| COTATI | 19 | 4.04 | 3.27 | 11.7 | 6,532 |
| HEALDSBURG | 49 | 7.97 | 8.75 | 32.3 | 10,851 |
| PETALUMA | 161 | 17.14 | 24.78 | 119.1 | 54,442 |
| ROHNERT PARK | 85 | 11.42 | 7.66 | 65.9 | 42,676 |
| SANTA ROSA | 456 | 71.79 | 40.75 | 343.5 | 148,614 |
| SEBASTOPOLE | 24 | 4.77 | 3.76 | 15.5 | 7,831 |
| SONOMA | 31 | 7.21 | 6.76 | 17.0 | 9,150 |
| WINDSOR | 70 | 4.25 | 0.45 | 65.3 | 22,833 |
| Total | 2311 | 129 | 97 | 685 | 309,716 |

PERFORMANCE MEASURE POINT ALLOTMENTS

Points allotted to jurisdiction according to the range of the actual figure for each performance measure.

| PCI Range | Points | Maint \$ Range* | Points | PM \$ Range* | Points |
|-----------|--------|-----------------|--------|--------------|--------|
| 47-51 | 10 | 200-520 | 10 | 50-200 | 10 |
| 52-55 | 20 | 521-840 | 20 | 201-400 | 20 |
| 56-59 | 30 | 841-1160 | 30 | 401-700 | 30 |
| 60-63 | 40 | 1161-1480 | 40 | 701-1000 | 40 |
| 64-67 | 50 | 1481-1800 | 50 | 1001-1500 | 50 |
| 68-71 | 60 | 1801-2120 | 60 | 1501-2000 | 60 |
| 72-75 | 70 | 2121-2440 | 70 | 2001-3000 | 70 |
| 76-79 | 80 | 2441-3080 | 80 | 3001-5000 | 80 |
| 80-83 | 90 | 3081-3400 | 90 | 5001 - 6000 | 90 |
| 84-87 | 100 | 3400+ | 100 | 6000 + | 100 |

**Annual expenditure per Centerline mile*

REGIONAL FUND ALLOCATION SCENARIOS

Table 3 shows the amount each county would be allocated in a typical 2-year round of STP programming based on the weighting factors in Table 1. \$57,000,000 is used as the regional total available for allocation. The far right column in Table 3 portrays the current allocation used in Round 2 and 3 of STP programming under the T2030 guidelines.

Table 1: Weighting Factors

Note: Sum of weighting factors must equal 1.

| Factor | Combo 1 Weight | Combo 2 Weight | Combo 3 Weight |
|-------------------|----------------|----------------|----------------|
| Population | 0.3 | 0.333333333 | 0.333333333 |
| Mileage | 0.3 | 0.333333333 | 0.333333333 |
| MTS Shortfall | 0 | 0 | 0 |
| A&C Shortfall | 0.3 | 0.333333333 | 0.25 |
| Need | 0 | 0 | 0 |
| PCI | 0.1 | 0 | 0.553333333 |
| Prev. Maint. | 0 | 0 | 0 |
| Self-Help | 0 | 0 | 0 |
| Maint \$ / CLMile | 0 | 0 | 0 |
| | 1 | 1 | 1 |

Table 2: Allocation percentages based on single or combined variables. (Includes County & Jurisdictions)

| REGION | Combo 1 | Combo 2 | Combo 3 | T2030 - R2/R3 STP |
|---------------|---------|---------|---------|-------------------|
| Alameda | 16% | 17% | 17% | 10% |
| Contra Costa | 14% | 14% | 14% | 11% |
| Marin | 6% | 5% | 5% | 6% |
| Napa | 4% | 3% | 3% | 6% |
| San Francisco | 11% | 11% | 10% | 9% |
| San Mateo | 9% | 9% | 9% | 7% |
| Santa Clara | 23% | 23% | 23% | 28% |
| Solano | 8% | 8% | 8% | 3% |
| Sonoma | 11% | 11% | 10% | 20% |
| | 100% | 100% | 100% | 100% |

Table 3: Allocation of \$57,000,000 based on single or combined variables. (Includes County & Jurisdictions)

| REGION | Combo 1 | Combo 2 | Combo 3 | T2030 - R2/R3 STP |
|---------------------|----------------------|----------------------|----------------------|----------------------|
| Alameda County | \$ 9,220,791 | \$ 9,497,596 | \$ 9,546,699 | \$ 5,696,110 |
| Contra Costa County | \$ 7,752,108 | \$ 7,773,469 | \$ 7,875,591 | \$ 6,103,407 |
| Marin County | \$ 3,142,032 | \$ 2,919,114 | \$ 3,037,643 | \$ 3,360,803 |
| Napa County | \$ 1,998,378 | \$ 1,648,387 | \$ 1,928,584 | \$ 3,357,296 |
| San Francisco | \$ 6,129,083 | \$ 6,123,653 | \$ 5,901,444 | \$ 5,315,974 |
| San Mateo County | \$ 5,097,823 | \$ 5,075,872 | \$ 5,209,758 | \$ 3,717,401 |
| Santa Clara County | \$ 12,877,367 | \$ 13,558,611 | \$ 12,979,167 | \$ 15,985,248 |
| Solano County | \$ 4,690,331 | \$ 4,503,588 | \$ 4,548,725 | \$ 1,876,269 |
| Sonoma County | \$ 6,092,087 | \$ 6,099,708 | \$ 5,972,389 | \$ 11,587,492 |
| TOTAL | \$ 57,000,000 | \$ 57,000,000 | \$ 57,000,000 | \$ 57,000,000 |



DATE December 10, 2004
TO STA TAC
FROM: Robert Guerrero, Associate Planner
RE: Preliminary Regional Bicycle/ Pedestrian Program Applications

Background:

MTC committed \$200 million over a 25-year period to fund construction of regional bicycle system projects and pedestrian safety and enhancement projects as part of the new Regional Transportation Plan, called Transportation 2030. MTC developed the Regional Bicycle Pedestrian Program with 25% of the program funds to be administered by MTC on a competitive basis for the entire nine Bay Area counties and 75% of the funds to be administered by the county congestion management agencies for their county priority projects based on their Countywide Bicycle Plans.

Over the next four years, \$32 million will be available for the Regional Bicycle/Pedestrian program. Of this amount, \$8 million is available for FY 2005/06 and FY 2006/07 for the 25% Regional Portion. Of the remaining 75% County Portion, Solano County's allocation (based on population) is approximately \$1.4 million and will be available for programming in FY 2007/08.

MTC issued a call for the regional projects on September 30, 2004, and as part of the application evaluation process requested CMA's to review application submittals through the county Bicycle Advisory Committee and/or Pedestrian Advisory Committee. The formal application submittal deadline to MTC is January 21, 2005.

Discussion:

The STA's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) is scheduled to have a joint meeting to review applications for the Regional Program on December 16, 2004. However, as of the date of this report, staff has not received any application submittals for the committees to review. Staff is expecting at least two preliminary applications to be submitted for bicycle and pedestrian plan consistency review prior to or at the December 16, BAC/PAC meeting. The two expected projects are the State Park Road/I-780 Bicycle/Pedestrian Overcrossing (Benicia) and the Fairfield Linear Park Pedestrian Path from North Texas Street to Dover Street (Fairfield).

At the TAC meeting, STA will provide completed applications that are received by December 16th and recommended by the TAC/PAC.

Recommendation:

Recommend the STA Board support project applications submitted for the Regional Bicycle/ Pedestrian Program (*based on preliminary applications and input provided by the BAC/PAC at their December 16th meeting*).



DATE: December 7, 2004
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: T-PLUS Work Plan for 2005

Background:

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

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

Identified TLC candidate projects for the Solano TLC Plan: STA organized field review meetings and met with member agencies to discuss potential TLC projects. Typical discussions included clarification of TLC program, potential TLC project scope, and funding availability.

Participated in MTC's TLC Task Force and Transportation Land Use (T-LU) Working Group: STA consistently attended MTC's TLC Task Force and T-LU Working Group over the last year to review and provide input on TLC guidelines and transportation land use policies. The guidelines and land use policies will be incorporated into the new Transportation 2030.

North Bay TLC Workshop hosted by the STA: On June 15, 2004, STA assisted in organizing a TLC Workshop specifically for agencies from Napa, Sonoma, Marin, and Solano Counties. James Corless, MTC and Rich Monroe, Caltrans were among the workshop presenters and discussed the Regional TLC program and the federal obligation requirements.

Completion of TLC related plans: STA, with assistance from the Alternative Modes Committee, Technical Advisory Committee, and the Transit Consortium completed, the TLC Guidelines, TLC Plan, Countywide Bicycle Plan Update, Countywide Pedestrian Plan, and I-80/680/780 Transit Corridor Study.

Discussion:

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

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

Recommendation:

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

Attachment:

A. Proposed T-PLUS Work Plan for 2005

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

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

* - Completed.

ONGOING T-PLUS EFFORT

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



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

Background:

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

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

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

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

Discussion:

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

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

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

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

Fiscal Impact:

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

Recommendation:

Recommend the STA Board approve the following:

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

Attachment:

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

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

Projects:

STA – Overall Agency Products

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

SolanoLinks Intercity Transit

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

SNCI:

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

Proposed Budget Amendment
for
MIG

Cost Breakdown:

| | |
|-----------------|-----------------|
| STA/Solanolinks | \$62,000 |
| SNCI | \$22,000 |
| Total..... | \$84,000 |



DATE: December 12, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Status of State Route 12 Operational Strategy

Background:

The Major Investment Study (MIS) for State Route 12 was completed in 2001. This study evaluated the SR 12 corridor and identified a number of projects to improve the safety, capacity and effectiveness of this major goods movement and traffic corridor. However, the MIS did not develop a priority for the projects and did not provide a proposed implementation plan for the improvements.

Discussion:

As a follow-up to the SR 12 MIS, STA has retained Korve Engineering (the consultant who prepared the MIS) to complete Phase 2 of the MIS to develop an Operational Strategy for the corridor that considers safety, operational improvements (including the constraining effects of bottlenecks on downstream highway segments), and development impacts along the corridor. Similar to the process used for the I-80/I-680/I-780 Major Investment & Corridor Study, the Operational Strategy will be an iterative process by initially looking at safety and congestion in the corridor. The analysis will identify a recommended implementation plan for identified improvements and proposed funding strategies for projects. The proposed draft implementation plan will be ready for initial review and comments in January 2005.

Projects from the SR 12 MIS and projects from the I-80/I-680/I-780 Major Investment & Corridor Study will be the initial candidate projects for the STA accelerated project delivery process. Project study reports (PSR's) will be prepared for some of these projects in an effort to provide specific details of these projects and to make them more competitive for State and Federal funding.

Staff recommends reconvening the SR 12 Subcommittee, with Board and TAC representatives from Fairfield, Rio Vista, Solano County, and Suisun City, to review the proposed draft implementation plan for SR 12 and provide a recommendation to the STA Board.

Recommendation:

Recommend the STA Board reconvene the SR 12 Subcommittee to review the proposed draft SR 12 Implementation Plan and provide a recommendation to the STA Board.

Attachment:

- A. Proposed SR 12 Subcommittee Membership

PROPOSED SR 12 SUBCOMMITTEE MEMBERSHIP

1. City of Fairfield - Board Member & TAC Member
2. City of Rio Vista - Board Member & TAC Member
3. City of Suisun City - Board Member & TAC Member
4. County of Solano - Board Member & TAC Member
5. CHP Representative
6. Caltrans Representative
7. Hwy 12 Association Representative



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

Background: Priorities

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

To help ensure the STA's transportation policies and priorities are consensus based, the STA's Legislative Priorities and Platform is first developed in a draft form and then distributed to members agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The draft 2005 Legislative Priorities and Platform was provided to the STA TAC and Transit Consortium on December 1, 2004 for review and comment and was reviewed by the STA Board on December 8, 2004. Staff has also distributed the document to member agencies, Solano County's federal and state legislative representatives, and other partner agencies for their review and comment.

Discussion:

Attached is the final draft of the STA's 2005 Legislative Priorities and Platform. In addition, a copy of the amended Platform has also been included to highlight recommended changes from last year. These additions have been noted in *bold italics* and recommended deletions with a ~~strike through~~. Recommended modifications include the following:

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

4. Legislative Platform Item X.2. – This item has been updated to reflect the passage of RM2 and the allocation of funds to implement the expanded transit services contained in RM2, including Solano County Express Bus and Vallejo Baylink Ferry Services.

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

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

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

Recommendation:

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

Attachment:

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

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

LEGISLATIVE PRIORITIES

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

* *Federal Priority Projects*

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

I. Air Quality

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

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

II. Americans with Disabilities Act

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

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

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

IV. Congestion Management

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

V. Employee Relations

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

VI. Funding

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

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

VI. Liability

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

VII. Paratransit

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

VIII. Project Delivery

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

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

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

IX Rail

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

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X. Ferry

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

XI. Safety

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

XII. Transit

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

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

LEGISLATIVE PRIORITIES

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

* *Federal Priority Projects*

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

I. Air Quality

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

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

II. Americans with Disabilities Act

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

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

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

IV. Congestion Management

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

V. Employee Relations

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

VI. *Funding*

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

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

VI. Liability

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

VII. Paratransit

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

VIII. Project Delivery

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

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

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

IX Rail

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

X. *Ferry*

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

XI. *Safety*

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

XII. *Transit*

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

2005 STA LEGISLATIVE PRIORITIES AND PLATFORM (with edits)

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



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

Background:

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

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

The Alternative Modes Element consists of five components:

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

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

Discussion:

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

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

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

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

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

NEXT STEPS

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

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

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

Recommendation:

Informational.

Attachments:

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

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

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

Alternative Modes Funding Sources

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

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

FEDERAL TRANSPORTATION ENHANCEMENTS PROGRAM (TE)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LOCAL FUNDS

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

COUNTY TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM

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

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

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

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

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

Bicycle:

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

Pedestrian:

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



DATE: December 14, 2004
TO: 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, STA TAC and STA Board. The initial forecasts have been developed and are being reviewed by the Model Committee. Model consultants presented a preliminary overview of the new model at the TAC meeting of September 29, 2004 and are scheduled for more technical presentations at the next TAC meetings scheduled for December 22, 2004 and January 26, 2005 respectively. A presentation to the Planning Director's Group is also being scheduled for review on January 13, 2005.

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

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

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

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

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

Short Term Projects (next 1-5 years)

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

Mid and Long Term Projects (beyond 5-years)

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

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

Recommendation:

Informational

Attachments:

- A. Memo dated November 30, 2004 from DKS Associates entitled, "Update on Development of the Solano/Napa Model"
- B. Year 2000 Land Use Comparison By Jurisdiction and Counties
- C. Year 2030 Land Use Comparison By Jurisdiction (Solano County)

MEMORANDUM

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

Status to Date

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

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

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

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



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

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

Upcoming Tasks

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

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

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

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

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

p:\p\02\02306\december progress report.doc

ATTACHMENT B

YEAR 2000 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

| Jurisdiction | HOUSING/POPULATION | | | | EMPLOYMENT | | | | | | |
|------------------------------|--------------------|--------|------------|------------|------------|---------|---------|-------------|---------------|-----------|---------|
| | SF | MF | Households | Population | Retail | Service | Other | Agriculture | Manufacturing | Wholesale | Total |
| City of Benicia | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 10,352 | 26,928 | 2,070 | 1,860 | 4,750 | 90 | 2,900 | | 11,670 |
| Local Data | 6,620 | 3,133 | 9,753 | 25,275 | 1,553 | 2,119 | 3,163 | 0 | 2,356 | 1,684 | 10,876 |
| Difference | | | -599 | -1,653 | -517 | 259 | -1,587 | -90 | 1,140 | | -794 |
| Difference % | | | -5.8% | -6.1% | -25.0% | 13.9% | -33.4% | -100.0% | 39.3% | | -6.8% |
| City of Dixon | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 5,102 | 16,180 | 760 | 950 | 610 | 900 | 1,440 | | 4,660 |
| Local Data | 4,313 | 750 | 5,063 | 16,050 | 589 | 973 | 642 | 1,052 | 1,579 | 106 | 4,940 |
| Difference | | | -39 | -130 | -171 | 23 | 32 | 152 | 244 | | 280 |
| Difference % | | | -0.8% | -0.8% | -22.5% | 2.4% | 5.2% | 16.9% | 17.0% | | 6.0% |
| City of Fairfield | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 30,995 | 96,545 | 8,640 | 9,000 | 22,400 | 480 | 1,640 | | 42,160 |
| Local Data | 22,471 | 9,564 | 32,035 | 101,020 | 8,204 | 11,192 | 22,297 | 0 | 1,593 | 504 | 43,791 |
| Difference | | | 1,040 | 4,475 | -436 | 2,192 | -103 | -480 | 458 | | 1,631 |
| Difference % | | | 3.4% | 4.6% | -5.0% | 24.4% | -0.5% | -100.0% | 27.9% | | 3.9% |
| City of Rio Vista | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 1,940 | 4,715 | 570 | 530 | 800 | 160 | 20 | | 2,080 |
| Local Data | 1,387 | 232 | 1,619 | 4,158 | 208 | 321 | 356 | 6 | 329 | 18 | 1,239 |
| Difference | | | -321 | -557 | -362 | -209 | -444 | -154 | 327 | | -841 |
| Difference % | | | -16.6% | -11.8% | -63.5% | -39.4% | -55.5% | -96.1% | 1636.9% | | -40.4% |
| City of Vacaville | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 28,351 | 89,304 | 6,000 | 6,710 | 9,220 | 220 | 3,320 | | 25,470 |
| Local Data | 22,064 | 6,180 | 28,245 | 88,980 | 6,446 | 6,560 | 9,900 | 0 | 3,079 | 733 | 26,718 |
| Difference | | | -106 | -324 | 446 | -150 | 680 | -220 | 492 | | 1,248 |
| Difference % | | | -0.4% | -0.4% | 7.4% | -2.2% | 7.4% | -100.0% | 14.8% | | 4.9% |
| City of Vallejo | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 40,608 | 119,917 | 7,120 | 8,180 | 12,510 | 80 | 4,320 | | 32,210 |
| Local Data | 26,976 | 13,016 | 39,992 | 117,995 | 7,037 | 8,759 | 8,851 | 0 | 2,992 | 1,137 | 28,776 |
| Difference | | | -616 | -1,922 | -83 | 579 | -3,659 | -80 | -191 | | -3,434 |
| Difference % | | | -1.5% | -1.6% | -1.2% | 7.1% | -29.3% | -100.0% | -4.4% | | -10.7% |
| Suisun City | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 8,158 | 26,640 | 780 | 1,540 | 1,040 | 420 | 220 | | 4,000 |
| Local Data | 6,167 | 1,319 | 7,485 | 24,439 | 1,089 | 680 | 374 | 0 | 167 | 126 | 2,436 |
| Difference | | | -673 | -2,201 | 309 | -860 | -666 | -420 | 73 | | -1,564 |
| Difference % | | | -8.2% | -8.3% | 39.6% | -55.8% | -64.0% | -100.0% | 33.0% | | -39.1% |
| Solano Unincorporated | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 4,897 | 14,313 | 190 | 20 | 10 | 680 | 60 | | 960 |
| Local Data | 3,887 | 17 | 3,905 | 11,485 | 184 | 410 | 144 | 131 | 457 | 9 | 1,334 |
| Difference | | | -992 | -2,828 | -6 | 390 | 134 | -549 | 405 | | 374 |
| Difference % | | | -20.3% | -19.8% | -3.3% | 1951.2% | 1339.2% | -80.8% | 675.8% | | 39.0% |
| SOLANO COUNTY | | | | | | | | | | | |
| ABAG (Proj 2003) | | | 130,403 | 394,542 | 26,130 | 28,790 | 51,340 | 3,030 | 13,920 | | 123,210 |
| Local Data | 93,886 | 34,211 | 128,097 | 389,402 | 25,310 | 31,015 | 45,726 | 1,189 | 12,551 | 4,317 | 120,109 |
| Difference | | | -2,306 | -5,140 | -820 | 2,225 | -5,614 | -1,841 | 2,948 | | -3,101 |
| Difference % | | | -1.8% | -1.3% | -3.1% | 7.7% | -10.9% | -60.7% | 21.2% | | -2.5% |

YEAR 2000 LAND USE COMPARISON BY COUNTY

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

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

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

YEAR 2000 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

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

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

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

ATTACHMENT C

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

YEAR 2030 LAND USE COMPARISON BY COUNTY

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

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

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

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

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

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

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



DATE: December 12, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Update of Small UZA Payback Plan

Background:

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

Prior to the 2000 census, Santa Rosa was a small UZA and received an advance of funds from the Governor's apportionment. Santa Rosa then transitioned from a small UZA to a large UZA and was no longer eligible to receive funds from the Governor's apportionment. Due to this change in status, Caltrans requested that Santa Rosa City Bus return \$1,490,209 that had been advanced (see Attachment A). Santa Rosa City Bus denied Caltrans' request based on their interpretation that the funds were a grant and not an advance of apportionment (see Attachment B).

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

Discussion:

MTC has sent a letter to Caltrans strongly opposing this plan and proposing Caltrans work directly with Santa Rosa City Bus to remedy this situation. Additionally, the STA, Napa County Transportation Planning Agency (NCTPA), Santa Clara Valley Transportation Authority (VTA), and Vallejo Transit have also sent letters to Caltrans strongly opposing this proposed plan.

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

Recommendation:

Informational.

Attachments:

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

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



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COPY

January 27, 2004

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

Dear Mr. Kolin:

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

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

Jeff Kolin
January 27, 2004
Page 2

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

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

Sincerely,



DEBORAH A. MAH
Chief
Division of Mass Transportation

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



CITY OF
SANTA ROSA

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

February 18, 2004

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

Dear Ms. Mah:

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

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

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

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

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

Sincerely,

Robert E. Dunlavey
Director

Enclosure

100

c: Jeff Kolin, City Manager

DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION MS 39
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-8144
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September 27, 2004

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

Attention: Therese W. McMillan

Dear Mr. Heminger:

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

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

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

Sincerely,

GALE OGAWA
Acting Division Chief
Division of Mass Transportation

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

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

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

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

DEC 13 2004



CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Engineering Division

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

December 10, 2004

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

SUBJECT: Distribution of Small UZA Funds in MTC Region

Dear Ms. Ogawa:

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

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

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

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

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

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

Sincerely,



MARK K. AKABA
Public Works Director

JH/scd

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

H:\TRANSIT\CALTRANS\Small UA Funds.doc



DATE: December 12, 2004
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Transportation Enhancement (TE) Programming

Background:

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

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

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

Discussion:

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

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

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

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

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

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

Recommendation:
Informational.

Attachment

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

2004 State Transportation Improvement Program (STIP)
For Solano County

Solano Transportation Authority

(Approved by STA Board April 14, 2004)

| Projects | 2002 STIP | | | | 2004 STIP | | | | Total | |
|--|-----------|---------|----------|----------|-----------|----------|----------|----------|----------|----------|
| | FY03/04 | FY04/05 | FY05/06 | FY06/07 | FY04/05 | FY05/06 | FY06/07 | FY07/08 | | FY08/09 |
| Planning, Programming & Monitoring (STA) Pending | 75.0 | | | | 75.0 | | | | | 75.0 |
| Planning, Programming & Monitoring (MTC) Pending | 26.0 | | | | 26.0 | | | | | 26.0 |
| Planning, Programming & Monitoring (STA) | | | | | 50.0 | 51.0 | 51.0 | 51.0 | 120.0 | 323.0 |
| Jepson Parkway between SR 12 and I-80 | 4,650.0 | | | | | | 3,350.0 | | | 3,350.0 |
| Jepson - Walters, Vanden & Lelaure Town Roads | | 250.0 | 5,500.0 | 6,900.0 | | | 250.0 | 3,000.0 | 3,900.0 | 7,150.0 |
| Jepson - Vanden | | 2,400.0 | 3,300.0 | | | | 2,400.0 | 5,500.0 | | 7,900.0 |
| Jepson - Walters Extension | | | | | | | | | 3,300.0 | 3,300.0 |
| Road Rehabilitation (8 Separate Projects) | | | | | | | | | | |
| - Benicia, West "K" Street Overlay (\$1,54K) | | | | 154.0 | | | 154.0 | | | 154.0 |
| - Dixon, South Lincoln Street Overlay (\$105K) | | | | 105.0 | | | 105.0 | | | 105.0 |
| - Fairfield, Hillborn Pavement Improvements (\$364K) | | | | 364.0 | | | 364.0 | | | 364.0 |
| - Solano County, Various Roads Overlay (\$393K) | | | | 393.0 | | | 393.0 | | | 393.0 |
| - Susan City, Pavement Rehabilitation (\$140K) | | | | 140.0 | | | 140.0 | | | 140.0 |
| - Vacaville, Nut Tree Road Resurfacing (\$342K) | | | | 342.0 | | | 342.0 | | | 342.0 |
| - Vallejo, Lemon Street Rehabilitation (\$428K) | | | | 428.0 | | | 428.0 | | | 428.0 |
| - Rio Vista, Front Street Rehabilitation (\$74K) | | | | 74.0 | | | 74.0 | | | 74.0 |
| Fairfield Vacaville Rail Station | 125.0 | 2,125.0 | | | | | 125.0 | 2,125.0 | | 2,250.0 |
| Bahia Viaduct | 1,000.0 | | | | | | 1,000.0 | | | 1,000.0 |
| Benicia Intermodal Transportation Station | 225.0 | 1,100.0 | | | | | 225.0 | 1,100.0 | | 1,325.0 |
| I-80/680/12 Interchange Improvements | | | 7,200.0 | 4,535.0 | | | 2,000.0 | 3,500.0 | 2,900.0 | 3,012.0 |
| Vallejo Station | | 1,200.0 | 3,000.0 | 3,100.0 | | | 1,200.0 | 3,000.0 | 3,100.0 | 7,300.0 |
| Vallejo Ferry Maintenance Facility | 425.0 | | | | | | 425.0 | | | 425.0 |
| CMAQ Match Reserve | 178.0 | | | | | | | 178.0 | | 178.0 |
| SR 37 Mitigation Planting | | | 428.0 | | | | 428.0 | | | 428.0 |
| Extend I-80 HOV from Carquinez Bridge to SR 29 | | | | | | | 1,500.0 | | | 1,500.0 |
| Totals | 6,704.0 | 7,075.0 | 19,428.0 | 16,435.0 | 151.0 | 5,954.0 | 19,154.0 | 14,551.0 | 10,332.0 | 50,142.0 |
| "Fair-share" amount available to Solano County | | | | | 1,481.0 | 14,331.0 | 12,124.0 | 11,882.0 | 10,324.0 | |
| Yearly amount over (+) or under (-) | | | | | -1,330.0 | -8,377.0 | 7,030.0 | 2,669.0 | 8.0 | |
| Cumulative amount over or under | | | | | -1,330.0 | -9,707.0 | -2,677.0 | -8.0 | 0.0 | |
| TE - Reserve Lump Sum | | | | | | 1,629.0 | 578.0 | 590.0 | 601.0 | 3,398.0 |



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

Background:

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

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

Discussion:

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

Recommendation:

Informational.

Attachment

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

2004 State Transportation Improvement Program (STIP)
For Solano County

Solano Transportation Authority

(Approved by STA Board April 14, 2004)

| Projects | 2002 STIP | | | | 2004 STIP | | | | Total | |
|--|-----------|---------|--|----------|-----------|----------|----------|----------|----------|----------|
| | FY03/04 | FY04/05 | FY05/06 | FY06/07 | FY04/05 | FY05/06 | FY06/07 | FY07/08 | | FY08/09 |
| Planning, Programming & Monitoring (STA) Pending | 75.0 | | | | 75.0 | | | | | 75.0 |
| Planning, Programming & Monitoring (MTC) Pending | 26.0 | | | | 26.0 | | | | | 26.0 |
| Planning, Programming & Monitoring (STA) | 4,650.0 | | | | 50.0 | 51.0 | 51.0 | 51.0 | 120.0 | 323.0 |
| Jepson Parkway between SR 12 and I-80 | | 250.0 | 5,500.0 | 6,900.0 | | 3,550.0 | 250.0 | 3,000.0 | 3,900.0 | 3,550.0 |
| Jepson - Vanden | | 2,400.0 | 5,500.0 | | | 2,400.0 | 5,500.0 | | | 7,900.0 |
| Jepson - Walters Extension | | | 3,300.0 | | | | | | 3,300.0 | 3,300.0 |
| Road Rehabilitation (8 Separate Projects) | | | | | | | | | | |
| - Benicia, West "K" Street Overlay (\$154K) | | | | 154.0 | | 154.0 | | | | 154.0 |
| - Dixon, South Lincoln Street Overlay (\$105K) | | | | 105.0 | | 105.0 | | | | 105.0 |
| - Fairfield, Hillhorn Pavement Improvements (\$364K) | | | | 364.0 | | 364.0 | | | | 364.0 |
| - Solano County, Various Roads Overlay (\$393K) | | | | 393.0 | | 393.0 | | | | 393.0 |
| - Suisun City, Pavement Rehabilitation (\$140K) | | | | 140.0 | | 140.0 | | | | 140.0 |
| - Vacaville, Nut Tree Road Resurfacing (\$342K) | | | | 342.0 | | 342.0 | | | | 342.0 |
| - Vallejo, Lemon Street Rehabilitation (\$428K) | | | | 428.0 | | 428.0 | | | | 428.0 |
| - Rio Vista, Front Street Rehabilitation (\$74K) | | | | 74.0 | | 74.0 | | | | 74.0 |
| Fairfield Vacaville Rail Station | 125.0 | 2,125.0 | | | | 125.0 | 2,125.0 | | | 2,250.0 |
| Bahia Viaduct | 1,000.0 | | | | | 1,000.0 | | | | 1,000.0 |
| Benicia Intermodal Transportation Station | 225.0 | 1,100.0 | | | | 225.0 | 1,100.0 | | | 1,325.0 |
| I-80/680/12 Interchange Improvements | | 7,200.0 | 4,535.0 | | | 2,000.0 | 3,500.0 | 2,900.0 | 3,012.0 | 11,412.0 |
| Vallejo Station | | 1,200.0 | 3,100.0 | | | 1,200.0 | 3,000.0 | 3,100.0 | | 7,300.0 |
| Vallejo Ferry Maintenance Facility | 425.0 | | | | | 425.0 | | | | 425.0 |
| CMAQ Match Reserve | 178.0 | | | | | | 178.0 | | | 178.0 |
| SR 37 Mitigation Planning | | | 428.0 | | | | | | | 428.0 |
| Extend I-80 HOV from Carquinez Bridge to SR 29 | | | | | | | | | | 1,500.0 |
| Totals | 6,704.0 | 7,075.0 | 19,428.0 | 16,535.0 | 151.0 | 5,954.0 | 19,154.0 | 14,551.0 | 10,332.0 | 50,142.0 |
| | | | "Fair-share" amount available to Solano County | | 1,481.0 | 14,331.0 | 12,124.0 | 11,882.0 | 10,324.0 | |
| | | | Yearly amount over (+) or under (-) | | -1,330.0 | -8,377.0 | 7,030.0 | 2,669.0 | 8.0 | |
| | | | Cumulative amount over or under | | -1,330.0 | -9,707.0 | -2,677.0 | -8.0 | 0.0 | |
| TE - Reserve Lump Sum | | | | | | 1,629.0 | 578.0 | 590.0 | 601.0 | 3,398.0 |



DATE: December 14, 2004
TO: STA TAC
FROM: Sam Shelton, Planning Assistant
RE: Preliminary Draft Update to the Arterials, Highways and Freeways
Element of the CTP 2030

Background:

The STA is in the process of updating the 2002 Comprehensive Transportation Plan. Staff has reviewed and changed the Arterials, Highways and Freeways element to reflect current studies, such as the I-80/I-680/I-780 Major Investment & Corridor Study, the Travel Safety Study, and the Highway 12 Major Investment Study. Other notable updates include updated funding shortfall numbers, needs list updates made from TAC member comments, and the inclusion of the I-80/I-680/I-780 Major Investment & Corridor Study's mid-term and long-term priority project lists.

Discussion:

Staff requests the TAC to review the latest Preliminary Draft Update to the Arterials, Highways and Freeways Element of the CTP 2030 (Attachment A) and return comments prior to the next TAC meeting on January 26, 2005.

The City of Benicia Needs Assessment (Attachment B) was received after the update was completed and will be incorporated into the next draft.

Recommendation:

Informational.

Attachments

- A. Preliminary Draft Update to the Arterials, Highways and Freeways Element of the CTP 2030
- B. City of Benicia – Needs Assessment for CTP



December 2004

DRAFT

Solano County
**Arterials, Highways, and Freeways
Element**

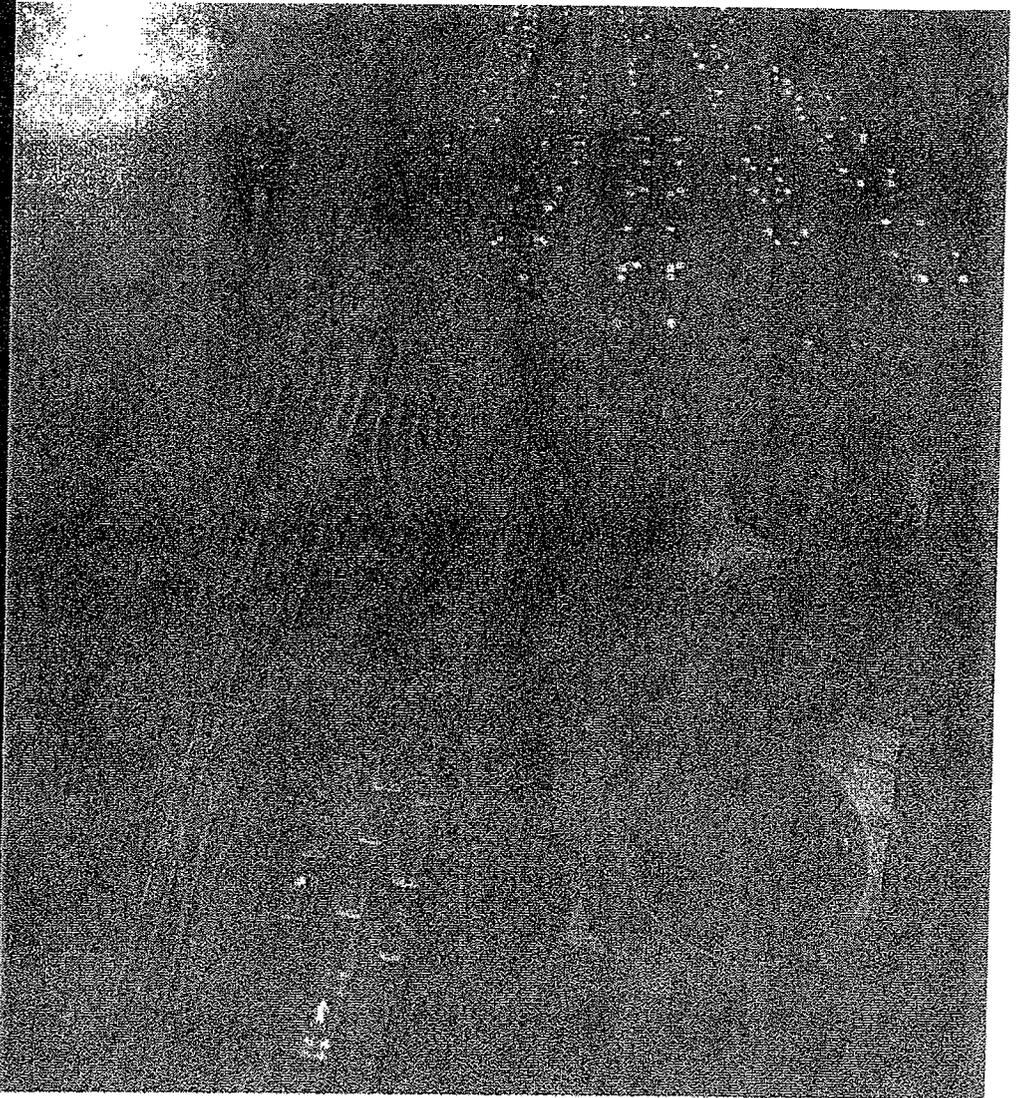


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ARTERIALS, HIGHWAYS, & FREEWAYS ELEMENT

This report describes the existing and future needs for the major arterials, highways, and freeways in Solano County that were developed through the Solano Comprehensive Transportation Plan (CTP).

Identified through comprehensive outreach efforts and studies are specific local and regional improvement needs, costs, and available funding information for use by decision makers gauging potential funding shortfalls. Also included are travel demand projections that inform decision makers about the balance between roadway demand and committed & future funding for specific projects.

GOALS & OBJECTIVES

The goal of the Solano Comprehensive Transportation Plan for arterials, highways, and freeways is:

Develop a balanced transportation system that reduces congestion and improves access and travel choices through the enhancement of roads.

Seven objectives are defined for this goal:

- Objective A – Preserve the System
- Objective B – Serve Highway Needs
- Objective C – Add HOV Lanes
- Objective D – Enhance Regional and Local Interchanges
- Objective E – Develop a Traffic Management System
- Objective F – Enhance Travel Forecasting Tools
- Objective G – Preserve Right-of-Way

Objective A - Preserve The System

Preserve the physical and operational condition of existing roadway facilities as a means of protecting past transportation investments and maintaining an effective system.

Objective A Policy Actions:

1. Encourage member jurisdictions and Caltrans to maintain level of service (LOS) E or better conditions during the a.m. and p.m. peak hours on roadways of countywide significance.
2. Prepare long-term corridor plans to upgrade and widen roadways of countywide significance to provide adequate peak hour and peak period traffic operations.
3. Develop a list of priority projects for arterials, highways and freeways for STIP, SHOPP, and federal reauthorization funds.
4. Focus countywide funds to enhance and improve roadways of countywide significance.
5. Update the roadways of countywide significance and the list of priority projects every two years.

Objective B - Serve Highway Needs

Develop a plan and implementation program for the highway system that serves current and future needs.

Objective B Policy Actions:

1. Implement the I-80/I-680/I-780 Major Investment & Corridor Study identifying needed improvements to the highway system in Solano County.
2. Implement the State Route 12 Major Investment Study and conduct major investment studies for SR 113 and SR 29.
3. Prepare long-term corridor plans for all roadways of countywide significance that are not on the state highway system.
4. Support improvements to roadways of regional significance based on the need to improve transportation system efficiency balanced with quality urban design and, where appropriate, design roadways with consideration for transit, bikeway and pedestrian facilities.
5. Give priority to improvements of highways and roadways that also serve as major transit corridors.

Objective C - Add HOV Lanes

Develop a plan and implementation program for a High Occupancy Vehicle (HOV) system that serves future transit, carpool and vanpool users.

Objective C Policy Actions:

1. Develop measures to acquire rights-of-way to support long-range plans for HOV lanes.
2. Implement HOV lane projects on I-80 and I-680 identified in the I-80/I-680/I-780 Major Investment & Corridor Study.

Objective D - Enhance Regional and Local Interchanges

Develop a plan and implementation program for regional and local interchanges that provide linkages to the roadways of countywide significance.

Objective D Policy Actions:

1. Develop criteria for identifying and prioritizing interchange projects of regional significance.
2. Develop a list of priority interchange projects of regional significance.
3. Conduct appropriate planning and environmental studies to allow for implementation of measures to protect rights-of-way.

Objective E - Develop a Traffic Management System

Develop a plan and implementation program for a traffic management system that serves future needs.

Objective E Policy Actions:

1. Develop a plan, working with member agencies and Caltrans, for a traffic management system on the roadways of countywide significance.
2. Develop a consistent set of access management guidelines for arterials contained in the roadways of countywide significance.

Objective F - Enhance Travel Forecasting Tools

Develop the travel forecasting tools to evaluate the effectiveness of future transportation improvement options.

Objective F Policy Actions:

1. Implement the new multi-modal travel demand model built on a GIS platform.
2. Identify performance measures (i.e., capacity, vehicle miles traveled, average commute time, total hours of congestion, etc.) and associated policies for application in defining and determining how future transportation mobility goals are being met.

Objective G - Preserve Right-of-Way

Identify right-of-way preservation measures necessary to meet long-term demand.

Objective G Policy Actions:

1. Identify long-term right-of-way preservation measures necessary to provide for future potential improvements needed along travel corridors and roadways of countywide significance.

ROUTES OF REGIONAL SIGNIFICANCE

The STA has developed Routes of Regional Significance in Solano County that include the State highway system plus local arterials that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities.

Six different functional classifications describe how these regional routes are used now and in the future.

- Urban Interstate Freeway - limited access interregional roadway
- Urban Freeway - limited access regional roadway
- Urban Major Arterial - access controlled roadway emphasizing mobility between communities and connections to freeways
- Urban Minor Arterial - roadway emphasizing mobility within urbanized communities and connections to freeways
- Rural Major Arterial - roadway emphasizing mobility between urbanized and rural communities and connections to freeways
- Major Collector - roadway emphasizing access to major employment, shopping, or freeways

ROUTES OF REGIONAL SIGNIFICANCE INCLUDED

- STATE HIGHWAY SYSTEM
- LOCAL ARTERIALS
 - o Provide major points of access to the highway system
 - o Provide regional connections between communities and transportation facilities.

Available traffic counts and levels of service for the routes of regional significance are contained in Appendix B.

NEEDS BY JURISDICTION

An early step in the CTP 2030 process was the distribution of a Transportation Needs Survey to all STA member agencies (seven cities and County of Solano). The survey results identified the long-range transportation needs of each agency by identifying specific arterial, highway and freeway projects. Individual agencies also provided their respective priorities for the projects. Additionally, the I-80/I-680/I-780 Major Investment & Corridor Study identified a prioritized list of 50 projects on the I-80/I-680/I-780 corridor. Projects were reviewed by a Technical Advisory Committee and the Arterials, Highways, and Freeways Committee to determine the appropriateness of their inclusion in the CTP.

Transportation needs were identified for virtually all the major freeway corridors in Solano County including I-80, I-680, I-780, I-505, the SR 12 Bridge across the Sacramento River, SR 12 East, SR 12 West, SR 29, SR 37, and SR 113.

Travis Air Force Base has identified the need for transportation access and on-site circulation improvements to address the evolving mission of the base. The STA and its member agencies will work with Travis AFB to assist with the planning and implementation of needed future improvements.

Major arterials needing improvement include the Jepson Parkway, Air Base Parkway in Fairfield, Peabody Road in the unincorporated area, Vaca Valley Parkway in Vacaville, and Columbus Parkway in Vallejo.

Additional local needs were also identified and included in the Master List in the Comprehensive Transportation Plan (see Appendix A). The following lists include the major needs identified by each of the STA jurisdictions:

Needs on Routes of Regional Significance by Jurisdiction

Benicia:

- Improve I-80/I-680/SR12 Interchange
- Widen I-680 from Benicia Bridge to I-80
- Construct HOV System on I-80 and I-680
- Improve I-680/Lake Herman Road Interchange

Dixon:

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Improve I-80/Pedrick Rd. Interchange
- Improve I-80/SR 113 Interchange
- Improve I-80/Pitt School Rd. Interchange
- Improve I-80/West A St. Interchange
- Conduct MIS for SR 113 from I-80 to SR 12
- Overlay SR 113 from H St. South to City Limit

Fairfield:

- Improve I-80/I-680/SR 12 Interchange
- Improve I-80/Green Valley Rd. Interchange
- Improve I-80 from Red Top Rd. to I-505
- Construct auxiliary lanes on I-80 from Travis Blvd to Air Base Pkwy
- Improve I-80/N. Texas St. Interchange
- Construct HOV lanes between I-680 and Cherry Glen (Phase 1)
- Construct remaining portions of HOV lanes from I-680 to I-505 (Phase 2)
- Improve I-80/Suisun Valley Rd. Interchange
- Relocate truck scales on I-80 at SR 12
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Construct North Connector
- Widen Air Base Pkwy at intersections
- Widen Cement Hill Rd. from Clay Bank Rd. to Peabody Rd.
- Construct Peabody Road Bridge overcrossing at Union Pacific Railroad
- Construct SR 12 and Red Top Road/Business Center Drive Interchange
- Construct I-80/Red Top Road Interchange
- Construct I-680 and Red Top Road Interchange
- Construct SR 12 and Pennsylvania Avenue Interchange

Rio Vista:

- Improve SR 12 East from I-80 to Rio Vista @ SR 12
- Implement SR 12 Major Investment Study
- Improve SR12 Corridor through Rio Vista
- Improve Church and Amerada Intersections
- Complete SR12 Bridge Study across Sacramento River
- Increase SR 12 bridge capacity across Sacramento River

Solano County:

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Widen I-80 from Vallejo to SR 37
- Improve I-80/I-680/SR 12 Interchange
- Improve SR 12 West from I-80 to SR 29.
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Widen Peabody Rd. from Markley Ln. to Vacaville city limit

Suisun City:

- Improve I-80/I-680/SR12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Widen SR 12 from I-80 to Walters Rd.
- Improve median on SR 12 from Marina Blvd to Walters Rd.
- Construct Jepson Parkway
- Improve Cordelia Rd. from I-680 to SR 12

Vacaville:

- Construct HOV lanes on I-80 from Fairfield to Vacaville
- Widen I-80
- Improve I-80/Leisure Town Rd. interchange
- Improve I-80/Cherry Glen Rd. interchange
- Weave correction at I-80/I-505 interchange
- Improve I-505/Vaca Valley Pkwy interchange
- Widen and extend Vaca Valley Pkwy from Leisure Town Rd. to Browns Valley Rd.
- Widen Elmira Rd. from Allison Dr. to Peabody Rd.
- Construct Jepson Parkway

Vallejo:

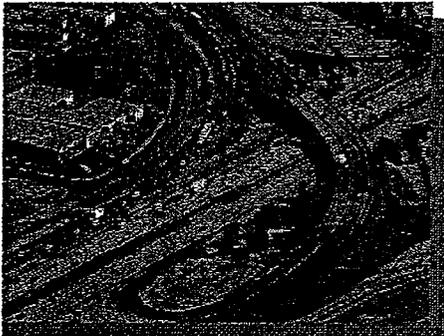
- Construct HOV lanes and improve interchanges on I-80 from Carquinez Bridge to SR 37
- Improve I-80/American Canyon Rd. interchange
- Widen SR 37 from Napa River Bridge to SR 121
- Improve SR 37/Mare Island Interchange and On-Island Roadways
- Improve SR 29 through Vallejo
- Widen Columbus Pkwy from Benicia Rd. to SR 37
- I-80 Auxiliary Lanes Project

CORRIDOR PLANNING

In response to the needs identified above, a significant level of corridor planning is either complete, in process, or scheduled to begin in the near future. The following is a summary of those activities.

I-80/I-680/SR 12 INTERCHANGE

The I-80/I-680/SR 12 interchange is the top transportation priority for Solano County. The STA is preparing the project approval and environmental documents (PA/ED) that will evaluate several alternative long-range improvements for the interchange. The following alternatives and project elements will be evaluated in the EIS/EIR.



- No Project Alternative
- Widen I-80 (7 lanes each direction plus 2- 3 lane frontage roads on I-80)
- Widen I-80 (5-6 lanes in each direction) with South Parkway (4 lanes parkway from I-680 to SR 12 at Pennsylvania Ave)
- I-80 Viaduct (2 lane viaduct in each direction from I-680 to SR 12 East) with South Parkway (4 lanes parkway from I-680 to SR 12 at Pennsylvania Ave)
- North Connector (SR 12 west to SR 12 east)
- Cordelia Truck Scales Relocation.

Each of the three build alternatives includes reconstruction of the existing truck scales, widening of I-680 to six lanes between Red Top Road and I-80, and construction of improvements to the local roadway system. The North Connector and South Parkway are local roadway improvements that would provide improved local circulation and access. The businesses, schools, and residential neighborhoods adjacent to the interchange now have no alternative but to use the freeway system for many of their trips.

The estimated cost of the three build alternatives ranges from \$740 million to \$1.15 billion. The cost estimates include the reconstruction of the existing truck scales. Several near-term improvements are under construction or in the project development stages. The "Auxiliary Lanes" project under construction add 5th eastbound and westbound lane on I-80 from I-680 to SR 12 East.

The project also widens the existing ramps from I-680 to I-80 from one lane to two lanes. The SR 12 West Truck Climbing Lane project will add a second lane on westbound SR 12 immediately west of I-80. Currently, traffic exiting westbound I-80 onto westbound SR 12 must ascend a long and steep 6.7 percent uphill grade. Trucks have a particularly difficult time climbing the grade, frequently resulting in a slowing of traffic that backs from SR 12 onto I-80. Caltrans has programmed \$8.8 million in State Highway Operations & Protection Program (SHOPP) funds for the acquisition of right-of-way and construction of this project. The project is scheduled for completion by 2007.

JEPSON PARKWAY

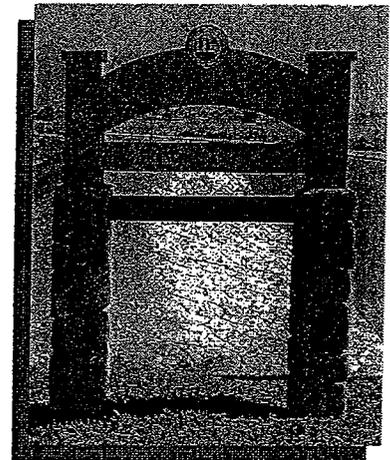
The Jepson Parkway Concept Plan was adopted by the STA Board in April 2000. The Concept Plan was developed to identify an option to improve traffic in Central Solano County and to encourage the linkage between transportation and land use. The Plan provides a comprehensive, innovative and coordinated strategy for developing a multimodal corridor, linking land use and transportation decisions to support the use of alternative travel modes, and protecting existing and future residential neighborhoods.

The Jepson Parkway will be a four-lane parkway designed to provide intra-county mobility for Solano residents. The project upgrades and links a series of narrow local roads to provide a north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County.

The Parkway connects the I-80/Leisure Town Road interchange in Vacaville with SR 12 in Suisun City. The Concept Plan proposes to link the existing road segments of Leisure Town, Vanden, Cement Hill and Walters Roads including three new bridges, railroad separations, traffic signals and improved intersections.

The STA is preparing environmental studies that are evaluating several alternative routes for the parkway. The following alternatives are being evaluated in the EIS/EIR.

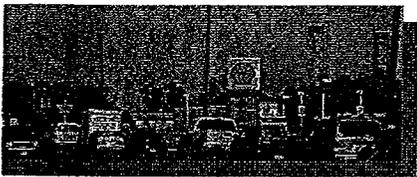
- Alternative A – No Project
- Alternative B – Leisure Town Road/Vanden Road/Cement Hill Road/Walters Road Extension/Walters Road



- Alternative C – Leisure Town Road/Vanden Road/Peabody Road/Air Base Parkway/Walters Road
- Alternative D – Leisure Town Road/Vanden Road/Peabody Road/Huntington Drive/Walters Road
- Alternative E – Peabody Road/Air Base Parkway/Walters Road

The total cost of the Jepson Parkway improvements is estimated to be \$143 million. A total of \$70 million in federal, state and local funds have been programmed to date. The project will ultimately be constructed in 10 segments. Four of the segments are fully funded and two are partially funded to date.

SR 12 (I-80 TO RIO VISTA BRIDGE)



A Major Investment Study (MIS) was completed by the STA for SR 12 in October 2001. The MIS was prepared to identify the physical improvements and management practices necessary to appropriately serve future travel demand in the corridor. The MIS included the following near-term and long-term recommendations:

Near-term Recommendations

- Transportation Demand Management
 - Carpooling program with park-and-ride construction
 - Local shuttle program
 - Transit service
- Safety Improvements
 - Advance overhead flashers at Beck/Pennsylvania
 - Left turn lanes and acceleration/deceleration lanes at Lambie/Shiloh with realignment
 - Traffic signal at SR 113/SR 12
 - Left turn lanes and acceleration / deceleration lanes at Church Road with realignment
 - Advance flashers at Summerset Road
 - Acceleration and deceleration lanes at Railroad Museum
 - Acceleration and deceleration lanes at Beck Avenue
- Traffic Improvements
 - Geometric improvements at Pennsylvania Avenue

- Traffic signal and improvements at Lambie/Shiloh
- Traffic signal at SR 113/SR 12

Long-term Recommendations

- All near-term recommendations described above plus
- Long-term Traffic Improvements
 - Widen SR 12 to four lanes from Rio Vista City Limit to River Road
 - Widen SR 12 to six lanes from I-80 to Webster/Jackson
 - Install median barrier and shoulders from Walters Road to Rio Vista City Limit
 - Interchange at SR 12/Pennsylvania Avenue
 - Left turn lanes at Lambie/Shiloh
 - Traffic signal at SR 12/Church Road
 - Widen Rio Vista Bridge or realign SR 12 and build new Rio Vista Bridge

As a follow-up to the SR 12 MIS, the SR 12 Operational Strategy will be conducted to prioritize the projects identified in the MIS.

The capital cost of the near-term and long-term improvements identified for SR 12 from I-80 to the Rio Vista Bridge is \$109 million. Caltrans has programmed \$36 million in State Highway Operation & Protection Program (SHOPP) funds for safety improvements to this portion of SR 12.

A similar MIS conducted for SR 12 in San Joaquin County concluded that the section immediately to the east of the study corridor in Rio Vista should be widened to four lanes. San Joaquin County has designated the widening of SR 12 a "Priority B" project to be pursued in the "beyond 2010" time frame. These recommendations are consistent with the findings of the SR 12 MIS in Solano County.

JAMESON CANYON / SR 12 (I-80 TO SR 29)



Caltrans is preparing the environmental studies that will evaluate several alternative alignments. The corridor spans both Solano and Napa counties. The project involves the widening of SR 12 from two to four lanes and the provision of a median to separate eastbound and westbound traffic. Access to properties along the corridor will be maintained.

I-80, I-680, I-780 CORRIDORS

In July 2004, the STA and Caltrans completed the I-80/I-680/I-780 Major Investment & Corridor Study that addressed all of I-80, I-680 and I-780 in Solano County (seven segments)) This study identified a prioritized list of 50 projects needed to meet current and future travel demands on these corridors (see Appendix B).

SR 29 THROUGH VALLEJO

The STA will assist the City of Vallejo with a Major Investment Study to evaluate SR 29 Corridor (Sonoma Boulevard) through the city. The purpose of this study is to address the various transportation and land use concerns on a comprehensive basis with the development of a Specific Plan and an EIR.

SR 113 (I-80 TO SR 12)

A Major Investment Study (MIS) for SR 113 between I-80 and SR 12. The purpose of the study will be to identify the physical improvements and management practices necessary to appropriately serve future travel demand in the corridor. The STA proposes to use federal funds to initiate this study in 2006.

SECOND RIO VISTA BRIDGE

The SR 12 MIS identified and the City of Rio Vista has requested the preparation of a study to address the feasibility of constructing a second Rio Vista Bridge. The purpose of the study will be to evaluate alternative locations for a second crossing. The STA has requested state and/or federal planning funds to initiate the study in 2005-06.

TRAVEL PATTERNS

According to travel forecasts prepared for the CTP, approximately 71 percent of existing daily vehicle trips in Solano County have origins and destinations within the county, while the remaining 29 percent have at least one origin or destination outside the county. This traffic mix is not projected to change greatly; although, overall travel demand will increase substantially.

The overall daily vehicle travel demand is forecast to increase by approximately 43 percent between 2000 and 2030. The number of roadway lane-miles, an indication of the capacity of the roadway system, will increase by three percent based on roadway improvements that have committed funding. This mismatch in demand versus capacity will result in substantial increases in travel delays and a corresponding degradation in traffic conditions.

The projected increases in travel demand and delay reflect only one set of performance measures for the arterials, highways, and freeways system.

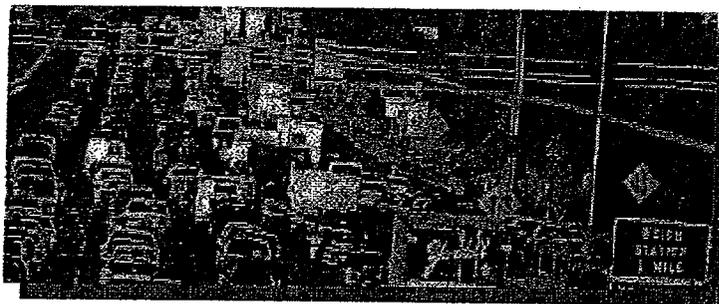
Other potential performance measures include measures such as level of service (LOS), vehicle hours delay (VHD) per 1,000 people, and cost effectiveness. More detailed evaluation of the performance measures needs to be conducted so that STA can determine which measures and thresholds are most appropriate given the agency's stated goals and objectives. For example, VHD per 1,000 people is a useful indicator for gauging people's perception of acceptable levels of delay. If decision makers consider today's congestion levels to be unacceptable, then realizing that daily VHD per 1,000 people is projected to increase from 0.35 to 1.20 between 2000 and 2025 would send a strong signal that projected travel demand needs to be curbed or additional roadway capacity needs to be provided. (See page 24, System Performance Measures).

According to surveys conducted by RIDES for Bay Area Commuters, commuters in Solano County travel an average of 23 miles one-way to reach their jobs. This is the longest average commute length for any county in the Bay Area. In 2003, the average one-way travel distance for the Bay Area commuters was 16 miles for 2003.

HIGHWAY SYSTEM

Interstate 80 is the major freeway facility in Solano County, carrying both a significant amount of locally-generated traffic as well as through traffic between the Bay Area and the Sacramento Valley. This six- to eight-lane facility is heavily congested during peak travel periods at the I-80/I-680/SR 12 Interchange.

Other interstate or state highways that connect to I-80 include I-505, I-680, I-780, SR 12 East, SR 12 West, SR 29, SR 37, and SR 113. I-80, I-505, I-680, and I-780 are entirely grade-separated within Solano County. The remaining state highways have segments that function as grade-separated highways and/or as local at-grade arterials.



Construction is currently underway for converting State Route 37 to a full freeway from the Napa River Bridge to just west of Fairgrounds Drive. Funds have been programmed for Phase 1 improvements to the I-80/I-680 interchange (auxiliary lanes project) as well as safety improvements to SR 12 between Suisun City and Rio Vista. A Major Investment Study for SR 12, between I-80 and Rio Vista, was completed in 2001. The I-80/I-680/I-780 MIS & Corridor Study was completed in July 2004 and studies are scheduled for SR 113 and SR 29 over the next few years.

CARPPOOL (HOV) LANE SYSTEM

While there are currently no carpool lanes in Solano County, the toll plaza facilities at both the Carquinez Bridge on I-80 and the Benicia-Martinez Bridge on I-680 have booths designated specifically for high occupancy vehicles (HOV). Solano County has the highest carpooling and vanpooling rates of any county in the Bay Area. HOV traffic counts collected by Fehr and Peers study in Spring 2001 confirm high levels of carpooling and vanpooling (see table 1). The counts indicate that HOV levels exceed the Caltrans HOV volume thresholds necessary for establishing a carpool lane on several segments of I-80. Currently, I-680 does not meet this threshold, but traffic projections indicate it may after 2020.

The Transportation 2030 Plan (T-2030) calls for construction of a HOV lane on I-80 between I-680 in Fairfield and I-505 in Vacaville at some time over the next twenty-five years. The I-80/680/780 Major Investment Studies and Corridor also proposes HOV lanes be constructed on I-80 in Vallejo between the Al Zampa (Carquinez) Brdige to SR 37. Approximately \$67 million is programmed from Regional Measure 2 to initiate the first phase of these HOV projects, from SR 12 West to Air Base Parkway, as part of the I-80/I-680/SR 12 interchange project. A key policy issue needs to be resolved prior to implementation of any HOV lanes in Solano County. The issue is whether the facility would match the 3+ occupancy requirement on I-80 in Contra Costa County or the 2+ occupancy requirement on I-680 in Contra Costa County.

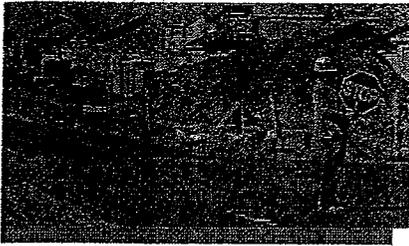


Table 1 - COMPARISON OF EXISTING CARPOOL (HOV) COUNTS AND THE CALTRANS MINIMUM HOV VOLUME THRESHOLD

| Location | Caltrans HOV Threshold (veh./hr.) | Existing County (HOVs/hr.) | | | |
|---|-----------------------------------|----------------------------|-------|--------------|-------|
| | | March 27, 2001 | | | |
| | | AM Peak Hour | | PM Peak Hour | |
| | | WB/SB | EB/NB | WB/SB | EB/NB |
| I-80 (at the Meridian Road/Weber Road overpass) | 800 | 432 | 547 | 899 | 959 |
| I-80 (at the Suisun Valley/Pittman Road overpass) | 800 | 1,083 | 832 | 1,329 | 1,743 |
| I-80 (at the Magazine Street overpass) | 800 | 998 | 580 | 869 | 1,680 |
| I-680 (at the Lake Herman Road overpass) | 800 | 330 | 223 | 485 | 427 |
| I-780 (at the Rollingwood Drive overpass) | 800 | 517 | 320 | 410 | 451 |
| SR 12 (at the Beck Avenue overpass) | 800 | 298 | 196 | 211 | 471 |

Note: Shading denotes that existing HOV volume exceeds the Caltrans HOV threshold. Field counts conducted by Fehr and Peers.

LOCAL ROAD MAINTENANCE



The STA member agencies currently maintain a total of 3,415 lane-miles of local roadway in Solano County. Ongoing work on the county's roadway system includes routine maintenance (i.e., to fill potholes) as well as more intensive rehabilitation work that includes overlays and street reconstruction.

The current road maintenance backlog for all STA member agencies is approximately \$112 million. This backlog is determined based on surveys of pavement condition that are collected on a regular basis by each jurisdiction.

Given the current levels of funding, the road maintenance backlog will continue to grow, as all of the eight STA member agencies will experience an ongoing annual shortfall in maintenance funds. Over the next 25 years, the deferred maintenance backlog is projected to grow from \$112 to about \$600 million.

Most road maintenance work is funded through Transportation Development Act funds, the state gas tax subvention program, federal transportation funds, and/or Proposition 42, passed by California voters in March 2002, is expected to provide an estimated \$133 million for local road maintenance over 20 years beginning in the 2008/09 fiscal year. Any jurisdiction that does not use all of its TDA revenues (derived from a ¼ cent state-wide sales tax) to provide transit service may use the funds for street and road improvements. The state also grants 6.46 cents of the 18-cent per gallon state fuel tax directly to local agencies for construction, improvement, and/or maintenance of public roads. Local agencies in Solano County have also used federal funds for road maintenance, through grants that are allocated by the STA Board as these funds are made available by MTC.

The revenue from these programs is not sufficient to meet ongoing road maintenance needs. Other counties have addressed their backlogs through the adoption of special transportation sales tax programs that dedicate funds to road maintenance.

TRAFFIC MANAGEMENT PROGRAM

Traffic management programs are designed to provide for the efficient and appropriate use of the existing transportation system. The programs may include the application of traditional traffic engineering devices, traffic calming measures, and/or advanced systems.

Advanced Traffic Management Systems are designed to use modern technology to provide drivers with real-time information about congestion and incidents. This information can be used to facilitate the choice of a less congested route, to use an alternative mode, or to travel during a different time period. Information is typically gathered through the use of closed circuit television cameras on major routes, vehicle detectors, and global positioning technology on transit vehicles. Information is then distributed through such media as variable message signs, broadcast stations, the Internet, and information monitors at transit stops.



The Metropolitan Transportation Commission has implemented the 511 and 511.org system to provide motorists with real-time traffic information for most on major highways in the Bay Area.

The City of Fairfield, in partnership with the STA, the City of Suisun City and the City of Vacaville, has initiated planning efforts to develop a Suisun City-Fairfield-Vacaville Smart Corridor Intelligent Transportation Systems Concept of Operations Plan. The Plan will focus on the I-80 corridor in Solano County and on various alternative routes. The Plan will explore various traffic management elements including coordinated traffic signals across jurisdictions, changeable message signs, highway advisory radio, traffic monitoring cameras, and inter-jurisdictional communication systems.

The goals and objectives of this report recommend the development of a Countywide Traffic Management Plan for the roadways of countywide significance.

TRAVEL SAFETY PROGRAM

The STA prepared a Travel Safety Plan in 1998 to address roadway safety issues on a countywide basis. The Plan identified the 40 local intersections with the highest accident rates. Accident data on 13 freeway segments in the County were also identified. Working with its member agencies, the STA identified candidate improvements to address safety issues at these locations.

To date, safety improvements have been funded and/or completed for 29 of the 40 intersections and for 9 of the 13 freeway segments. A total of \$4.5 million has been programmed for the intersection projects identified in the Plan. The Travel Safety Plan is currently being updated and a continuation of the policy of prioritizing funding for safety improvements will be evaluated by the STA Board after the update is completed.

FUNDING

The following funding information identifies long-term arterial, highway, and freeway need; long-term revenue; funding shortfalls; and potential new revenue options for Solano County.

LONG-TERM TRANSPORTATION NEEDS

The long-term transportation needs of Solano County include those identified in the CTP, including those identified by jurisdictions in the STA Transportation Needs Survey conducted for the CTP.

The total funding need for arterials, highways, and freeways for Solano County through the year 2030 is approximately \$3.78 billion. Additional transportation needs through the year 2030 from the Transit and Alternative Modes elements adds \$928 million to total \$4.7 billion in CTP transportation needs.

Long-Term Revenues

MTC forecasts that Solano County will receive approximately \$935 million in transportation revenues for arterial, highway & freeway projects over the next 25 years from currently available funding programs. An additional \$30 million in local traffic impact fees is currently programmed for the \$340 million in local transportation needs identified by member agencies.

Each of the jurisdictions in Solano County levies a local development fee for transportation purposes. An example of the range of fees by jurisdiction for residential (single family and multifamily uses) is provided below.



- City of Benicia: \$944 per unit
- City of Dixon: \$394-493 per unit
- City of Fairfield: \$1,194-2,610 per unit
- City of Rio Vista: \$6,445 per unit
- City of Suisun City: \$5,014 per unit
- City of Vacaville: \$3,994-6,443 per unit
- City of Vallejo: \$1,711-3,043 per unit
- Solano County: \$4,971-5,060 per unit

The total program cost for all transportation projects included in the traffic impact fee programs in Solano County is \$255 million. Revenues generated by traffic impact fees are projected to fund \$121 million of those costs, with the remaining \$134 million to come from other funding sources.

The revenues generated by local traffic impact fee programs are dedicated primarily to local roadway projects within each jurisdiction. A total of \$41 million in local fee revenues is dedicated for interchange improvements in six jurisdictions. This represents 10% of the estimated \$418 million cost for the 22 interchanges needing improvement in Solano County. None of the jurisdictions have dedicated any local fee revenues to freeway mainline improvements.

FUNDING SHORTFALL

Solano County has an estimated funding shortfall of approximately \$2.85 billion for arterial, highway, and freeway projects over the next 25 years, based on currently available information on transportation needs.

Several planning efforts are underway to determine the scope and budget of additional improvements that may be required on the roadway system in Solano County.



RTP Financially Constrained Element

The Transportation 2030 Plan (T-2030), prepared by the Metropolitan Transportation Commission, is a long-range transportation plan for the nine-county San Francisco Bay Area. The T-2030 includes a funding element for each of the nine counties, including Solano County. The funding element identifies projects that are planned for funding through the year 2030 .

Federal law requires that the T-2030 be financially constrained. The MTC has interpreted this as meaning that only those Federal, State and local revenues that are currently available are identified as revenues. No new revenue sources are assumed to be available.

The T-2030 projects a total of \$113 billion in transportation revenues (2004 dollars) will be available over the next 25 years. About 92 percent, or nearly \$100 billion of this revenue is already

committed by previous actions. This committed funding is used to maintain and expand Bay Area transit systems (64 percent), maintain local roads (23 percent), and expand highways (13 percent).

The MTC defines uncommitted, discretionary funding that is available for new projects and programs as "Financially Constrained Element" funds. The Financially Constrained Element funds consist of federal discretionary and flexible funds, certain state funds allocated through the State Transportation Improvement Program (STIP) and a small amount in regional toll funds for transit expansion projects. Approximately \$9 billion in funds are available to all of the Bay Area counties in the T-2030. Solano County's share of these new Financially Constrained Element funds is estimated at about \$422 million. The T-2030 assumes that the following projects will receive the highest level of new Financially Constrained Element funds for arterial, highway & freeway projects in Solano County over the next 25 years.

1. I-80/I-680 Interchange - \$159.8 million
2. Jepson Parkway - \$43.0 million
3. Route 12 Widening from I-80 to SR 29/ Jameson Canyon - \$45 million
4. SR 12 Safety Projects (I-80 to Sacramento River) - \$6.6 million
5. I-80/680/780 Corridor Improvements (Mid-term) - \$88.4 million
6. Road Maintenance (all local roads - non MTS) - \$41.0 million
7. Local Interchange improvements - \$2.0 million
8. SR 12 Capacity Improvements (I-80 to Sac. River) - \$3.4 million
9. Transportation Safety Improvements - \$3.0 million

RTP Vision Element and New Revenue Options

The MTC has established a Vision Element that identifies programs and projects that would be funded if new revenue sources become available in the future. Potential new revenue sources for Solano County include a local sales tax program, increased regional bridge tolls, regional gas tax and state gas tax, and regional impact fees.

The MTC estimates that Solano County could receive an additional \$1.2 billion with these new revenue mechanisms. Key arterial,

highway, and freeway projects that would be funded with these new revenue sources are summarized as follows:

- I-80/I-680/SR 12 Interchange
- SR 12 (Jameson Canyon)
- I-80/680/780 Corridor Improvements (Mid-Term)
- SR 12 Capacity Improvements (I-80 to Sac. River)
- Road Maintenance (All local roads – non MTS)
- Safety Projects

Local Sales Tax

A half-cent transportation sales tax measure in Solano County would generate approximately \$1.4 billion over 30 years. A local sales tax program, which is the most widespread mechanism for generating local transportation revenue, currently requires a 2/3-voter threshold for passage. In 2002, Solano County voters considered Measure E, a local transportation sales tax measure that achieved 60% voter approval, but not enough to achieve the required voter threshold of 66.67%. In 2004, Solano County voters considered a more focused local transportation sales tax measure with greater emphasis on priority projects in Solano County and achieved 63.88% voter approval, not enough to meet the voter threshold.

Countywide Traffic Impact Fee

Local traffic impact fees are levied on new development by each of the STA member agencies for use in constructing new local interchanges and roadways. To date, with the exception of contributions for widening SR 12 in Suisun City, local traffic impact fees have not been used in Solano County to make mainline improvements on the State highway system.

The need for increased funding for transportation improvements has seen many jurisdictions in other counties pursue multi-jurisdictional fee programs for regional transportation improvements such as HOV lanes, freeway improvements, and major regional interchanges.

Orange County established a regional fee program in 1984 that has been collected by the Transportation Corridor Agencies (TCA) to provide funding for the Route 91 project. The Orange County fee

program is projected to generate approximately \$950 million through 2020. The East Contra Costa Regional Fee & Financing Authority was established in 1994 to collect regional transportation fees from four jurisdictions to supplement State and Federal funding for improvements to SR 4, the SR 4 Bypass, and the Buchanan Road Bypass. The regional fee is projected to generate approximately \$189 million in revenues through the year 2020. These two regional fee programs, which are distinct from local traffic fee programs, have fees that range from \$2,000 to \$4,500 per equivalent dwelling unit.

The STA plans to consider the feasibility of a “Regional Traffic Impact Fee” in 2005/06 by evaluating other options and methods used in other counties.

Regional Gas Tax

The Metropolitan Transportation Commission has the authority to place a regional gas tax on the ballot in the nine-county Bay Area. As with the transportation sales tax measure, a regional gas tax would require a 2/3-voter threshold be reached for passage. According to the MTC, Solano County would receive an additional \$125 million over 20 years if a four-cent per gallon regional gas tax measure was by Bay Area voters.

Future Bridge Tolls

Another potential source of new revenue for Solano County is future Bridge Toll revenues. Recently, the MTC programmed up to \$100 million in projected future toll revenues for the I-80/I-680/SR 12 interchange project from Regional Measure 2, a \$1 toll increase on seven state-owned toll bridges in the Bay Area. The level of revenue that will be provided depends on whether additional toll revenues are needed to complete the Bay Bridge Project. Additional future bridge toll increases could provide additional revenues to Solano County.

IMPLEMENTATION

The STA will need to update their planning data, tools, and processes to advance specific projects from planning to design and construction. Specific needs include the following items:

Systems Performance Measures

Systems Performance Measures are a set of practices to systematically look at and gauge transportation system performance, and then guide and influence policy decisions, decision makers, and system users. The STA uses Level of Service (LOS) as a performance measure as part of the Congestion Management Program. Other performance measures, such as Vehicle Hours of Delay (VHD), Vehicle Miles of Travel (VMI), or average commute times can gauge effectiveness of programs, projects and policies in ways that may be more appropriate and instep with the STA's goals and objectives. In June 2004, Sunne Wright McPeak, Secretary of the California Business, Transportation and Housing Agency initiated a collaborative effort to define and implement a variety of transportation performance measures. Although, consensus has not been reached, the STA will continue to monitor their efforts.

Enhanced Travel Forecasting Tools

The current travel demand model used by the Solano Transportation Authority to forecast future travel demand in Solano County provides valuable information on the highway, freeway and major arterial system, but is not capable of addressing alternative modes (e.g., rail, bus, ferry, carpool, etc.). The travel model used by the Metropolitan Transportation Commission is multi-modal, but it covers nine counties and is most effective at providing forecasts on regional facilities. The MTC model is also more accurate at forecasting the use of facilities in the core of the nine-county Bay Area. The accuracy and applications of the MTC model are more limited in counties at the periphery of the region, such as Solano County. As a result, the STA is in the process of developing an updated countywide model that will provide forecasts of both highway and transit use. To accomplish this, the model will incorporate an expanded transportation system and land use forecasts from adjacent counties in the Bay Area, Sacramento and Central Valley regions.

Project Development Program

In its 2000 Annual Report to the California Legislature, the California Transportation Commission identified project delivery as one of the top two transportation issues. The CTC noted that, "the system and resources for readying transportation projects for construction are as great an impediment to transportation investment as sufficient funding." The principle project delivery activities include project planning, environmental studies, project design and right-of-way acquisition. For major transportation projects, these activities typically take at least seven years, and often take more than 10 years, to complete. The largest block of time is typically needed to complete environmental studies and permitting activities by various regional, state and federal resource agencies. Given these issues with project development delivery, STA should expand its project delivery program for its highest priority projects. Additional effort is required to create an expanded project delivery program that will move projects through the specific project development components up to and through construction.

Timing of Implementation

The programs and projects identified in the Arterials, Highways, and Freeways Element will be implemented over the 25-year horizon of the CIP and beyond. Projects that are already funded and have either completed environmental review or require minimal study are likely to be completed in the first five years of the CIP. Partially funded projects and ones that require lengthy environmental review will be implemented over the remainder of the CIP. Unless significant new funding is provided for several major projects such as the I-80/I-680 / SR 12 interchange, these projects will not be completed until beyond the current horizon of the CIP (i.e., 2030). Many large projects will be implemented in stages, with individual segments or phases being completed within each of the three implementation time frames (i.e., within five years, between five and 25 years, or beyond 25 years) to provide interim congestion relief prior to completion of the project.

ARTERIALS, HIGHWAYS, & FREEWAYS ELEMENT

Table 2 - COMPREHENSIVE TRANSPORTATION PLAN PROJECT IMPLEMENTATION

(ALL COSTS IN MILLIONS OF 2004 DOLLARS)

| Project/Program | Total Costs | 2005 - 2010 | 2010 - 2030 | Beyond 2030 |
|---|------------------|----------------|----------------|----------------|
| I-80/I-680/SR 12 Interchange | \$769.0 | ✓ | ✓ | ✓ |
| Jepson Parkway Project | 70.4 | ✓ | ✓ | |
| Route 12 (Jameson Canyon) | 51.1 | | ✓ | ✓ |
| I-80/680/780 Corridor Improvements (Mid-Term) | 357.3 | ✓ | ✓ | ✓ |
| I-80/680/780 Corridor Improvements (Long-Term) | 709.0 | ✓ | ✓ | ✓ |
| Local Interchange Improvements | 418 | ✓ | ✓ | ✓ |
| STP Planning Funds for County | 8.9 | ✓ | ✓ | |
| Widen SR 37 to 4 Lanes with Mitigation (Napa River to Solano County line) | 154.5 | | | ✓ |
| SR 12 Improvements (I-80 to Sacramento River) | 105 | | ✓ | ✓ |
| SR 113 Improvements (I-80 to SR 12) | 50.0 | ✓ | ✓ | ✓ |
| Road Maintenance (Regional Roads – MTS) | 43.6 | ✓ | ✓ | ✓ |
| Road Maintenance (all local roads – non MTS) | 561.36 | ✓ | ✓ | ✓ |
| SR 12 Safety Improvements (I-80 to Sacramento River) | 42.6 | ✓ | | |
| Safety Projects | 100.0 | ✓ | ✓ | ✓ |
| Local Arterial Improvements | 339.41 | ✓ | ✓ | ✓ |
| TOTAL | \$3,780.4 | | | |

TABLE 3 - COUNTYWIDE PLANNING EFFORTS

The following Countywide planning efforts will be conducted by the STA after adoption of this CTP:

- Countywide Travel Forecasting Model Update
- Jepson Parkway EIS/EIR
- SR 12 (Jameson Canyon) EIS/EIR
- I-80/I-680/SR 12 EIS/EIR
- North Connector EA/EIR
- Travel Safety Plan Update
- HOV Lane Plan
- SR 113 Major Investment Study
- SR 29 Major Investment Study
- SR 12 Realignment and Rio Vista Bridge Study
- Project Development Program
- Cost estimates for future projects that may be recommended in these plans would be determined at later time.

APPENDIX A

ALL LOCAL NEEDS SUBMITTED FROM MEMBER JURISDICTIONS

Benicia

- Improve I-80/I-680/SR12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Construct HOV System on I-80 and I-680
- Install I-780 (E 2nd to E 5th) Auxiliary Lanes
- Install I-780 (Columbus Pkwy to Military West) Aux Lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southhampton/West 7th interchange ramps
- Improve I-780/East 2nd Street interchange ramps
- Widen and extend Industrial Way (680 to Lake Herman Rd) to 4 lanes w/median
- Widen East 2nd Street (Industrial Way to Lake Herman Rd) to 4 lanes w/median
- Construct connector road between East 2nd Street and Park Road
- Enhance First Street Corridor
- New traffic signal and intersection improvements citywide
- Widen East 5th Street (780 to Military) w/median
- Widen East 2nd Street (780 to Military) w/median
- Widen State Park Road overcrossing at I-780
- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Road (Industrial Way to Sulphur Creek) to four lanes/median
- Widen Park Road (Adams Street to new Connector Road) with median

Dixon

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Improve I-80/Pedrick Rd. Interchange

- Improve I-80/SR 113 Interchange
- Improve I-80/Pitt School Rd. Interchange
- Improve I-80/West A St. Interchange
- Conduct MIS for SR 113 from I-80 to SR 12
- Overlay SR 113 from H St. South to City Limit
- Construct Parkway Boulevard Overcrossing
- Pitt School Road Safety Improvements from Stratford to H Street
- Local Road Maintenance

Fairfield

- Construct I-80/I-680/SR 12 Interchange
- Construct I-80/Green Valley Rd. Interchange/overcrossing?
- Construct I-80/Suisun Valley Rd. Interchange/overcrossing?
- Improve I-80 from Red Top Rd. to I-505
- Construct auxiliary lanes on I-80 from Travis Blvd to Air Base Pkwy
- Improve I-80/N. Texas St. Interchange
- Improve Manual Campos from I-80 to Peabody Road
- Construct HOV lanes between I-680 and Cherry Glen (Phase 1)
- Construct remaining portions of HOV lanes from I-680 to I-505 (Phase 2)
- Relocate truck scales on I-80 at SR 12
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Construct North Connector
- Widen Air Base Parkway at the intersections
- Widen Cement Hill Rd. from Clay Bank Rd. to Walters Rd.
- Widen Suisun Valley Road
- Construct Peabody Road Bridge overcrossing at Union Pacific Railroad
- Construct SR 12 and Red Top Road/Business Center Drive Interchange
- Construct I-80/Red Top Road Interchange

- Construct I-680 and Red Top Road Interchange
- Construct SR 12 and Pennsylvania Avenue Interchange
- Construct SR 12 and Beck Road Interchange
- Widen Dover Avenue at Air Base Parkway
- Extend Walters Road to Cement Hill Road
- Widen East Tabor from Dover Avenue to Walters Road
- Acquire Jameson Canyon Railroad Right of Way for North Bay Highway Corridor
- Improve and reopen McGary Road
- Widen Union Avenue
- Improve North Texas Street and Travis Boulevard Intersection
- Widen Peabody Road from Air Base Parkway to City Limit and relocate Markeley Lane intersection
- Provide regional funding for maintenance
- Interconnect traffic signals

Rio Vista

- Improve SR 12 East from I-80 to Rio Vista
- Implement SR 12 Major Investment Study, short and long term improvement projects
- Improve SR12 Corridor through Rio Vista
- Improve Church and Amerada Intersections
- Improve Drouin Drive
- Improve Airport Road
- Main Street Overlay from SR 12 to Riverfront
- Complete SR12 Bridge Study across Sacramento River
- Increase SR 12 bridge capacity across Sacramento River
- Provide traffic signalization through the City

Solano County

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Widen I-80 from Vallejo to SR 37
- Improve I-80/I-680/SR 12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Construct the North Connector
- Widen Peabody Rd. from (Markley Ln/Vanden Road??) to Vacaville City Limit
- Improve Pleasants Valley Road from Cherry Glen Road to Vaca Valley Road
- Replace or rehabilitate existing County bridges
- Fund Road Maintenance Program and Improve County roads

Suisun City

- Improve I-80/I-680/SR12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Widen SR 12 from I-80 to Walters Rd.
- Improve median on SR 12 from Marina Blvd to Walters Rd.
- Construct Jepson Parkway
- Improve Cordelia Rd. from I-680 to SR 12

Vacaville

- Construct California Drive Extension and I-80 Overcrossing
- Construct I-505 Weave Correction
- Construct Nut Tree Overcrossing
- Construct I-80/Cherry Glen Rd. interchange
- Construct Pena Adobe Overcrossing
- Construct Leisure Town Road Overcrossing
- Construct I-505/Vaca Valley Parkway Interchange

- Construct HOV lanes on I-80 from Fairfield to Vacaville
- Widen I-80
- Improve I-80/Leisure Town Rd. interchange
- Weave correction at I-80/I-505 interchange
- Widen and extend Vaca Valley Pkwy from Leisure Town Rd. to Browns Valley Rd.
- Widen Elmira Rd. from Allison Dr. to Peabody Rd.
- Construct Jepson Parkway
- Provide Regional Highway Network

Vallejo

- Construct HOV lanes and improve interchanges on I-80 from Carquinez Bridge to SR 37
- Improve I-80/American Canyon Rd. interchange
- Widen I-80/Humboldt Street EB off-ramp including right turn lane to Humboldt Street
- Construct I-80/Turner Parkway Overcrossing
- Widen SR 37 from Napa River Bridge to SR 121
- Improve SR 37/Mare Island Interchange and On-Island Roadways
- Improve SR 29 through Vallejo
- Widen Columbus Pkwy from Benicia Rd. to SR 37
- American Canyon Overpass
- Sacramento Street between Redwood Street and SR 37
- Construct Traffic Signal on Sonoma Boulevard at Maritime Academy

Admiral Callaghan Lane:

- Frontage Road Improvements from Redwood Street to Fleming
- Road widening from Turner Parkway to Rotary Way with new signalization
- Road widening between Columbus Parkway and Auto Club Way
- I-80 EB on and off ramps: improve intersection and add signal; I-80 EB on and off ramps at WB Redwood Street

Broadway:

- Add Left Turn lane on Broadway at Sereno Drive and Right Turn Lane on Sereno for both Approaches and Modify Signal
- Widen from Highway 37 to Mini Drive
- Right Turn Lanes on Nebraska at Broadway; extend existing turn lanes on Broadway; Modify Traffic Signal

Columbus Parkway:

- Widen between I-80 and Admiral Callaghan
- Widen between Ascot Parkway and St. Johns Mine Road with Traffic Signal at Ascot
- Widen between St. Johns Mine Road and Blue Rock Springs Road
- Columbus Parkway Widening from Springs Road to Benicia Road
- Widen between Ascot Parkway and Springs Road
- Traffic Signal Improvements at Benicia Road
- Traffic Signal at Springs Road and Columbus Parkway
- Traffic Signal Improvements at Tennessee Street
- Traffic Signal at Golf Course Entrance

Fairgrounds Drive at Marine World:

- Widen between Marine World Entrances and Redwood Street including I-80 on and off ramps at Valle Vista

Railroad Crossing Improvements:

- Georgia and Tennessee Streets
- Citywide Railroad Crossing Improvements

Solano Avenue:

- Widening between Georgia Street and Curtola Parkway
- Intersection Improvements at Curtola Parkway

Tennessee Street:

- Construct Right Turn Lane on Admiral Callaghan at Humboldt Street; extend Left Turn Lane on Tennessee Street for EB intersection approach
- Add left turn lanes and modify traffic signal at Mariposa

Wilson Avenue:

- Expansion Project – Phase 2
- Construct Traffic Signals and EB ramps at SR 37

Mare Island:

- "G" Street and Railroad Avenue Improvements
- Causeway Bridge and Roadway Approach
- Arterials - Phase 1
- Arterials - Phase 2
- SR 37 Interchange
- Mare Island Causeway ("G" Street) Railroad Crossing Improvements

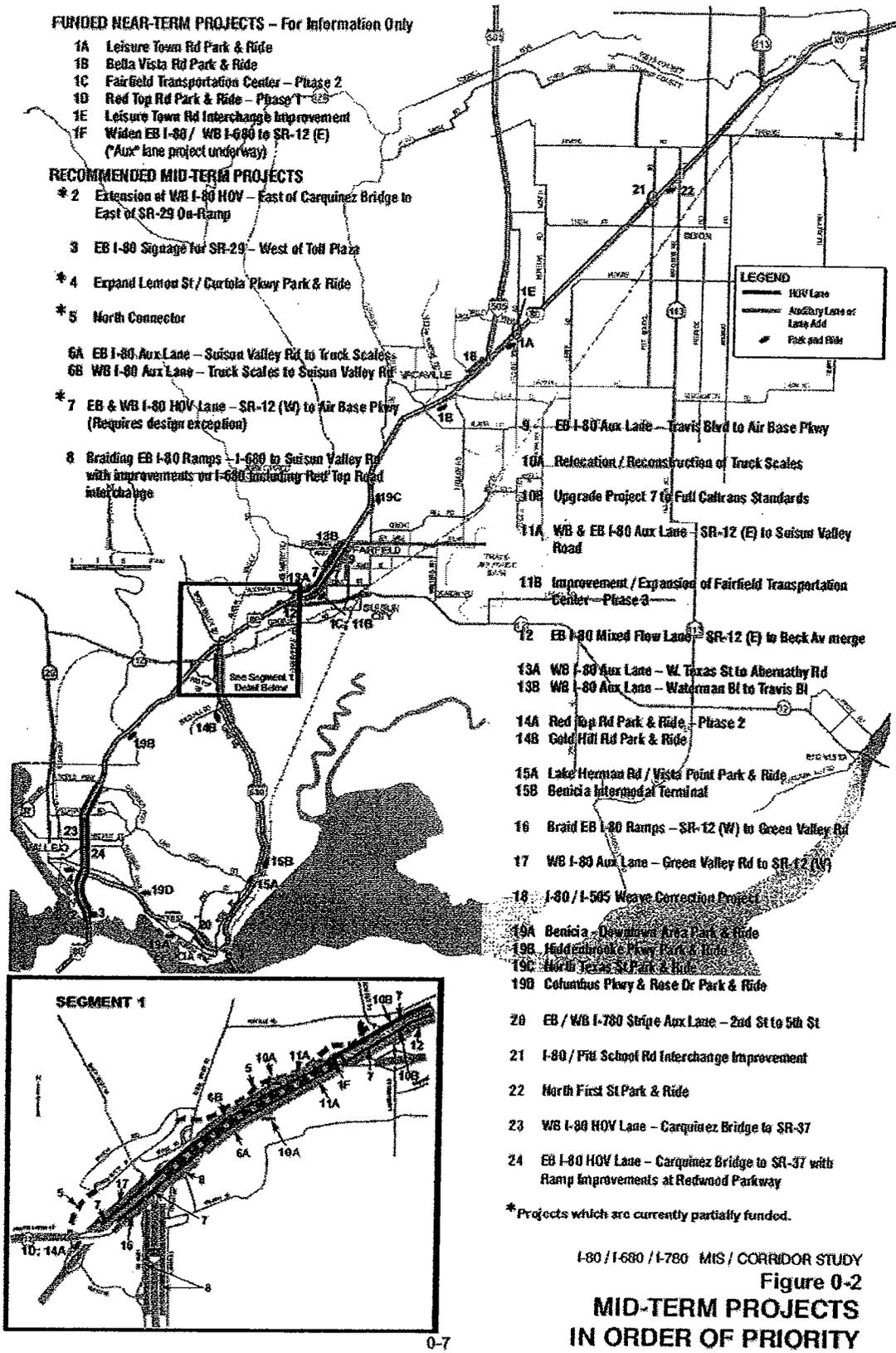
Traffic Signals:

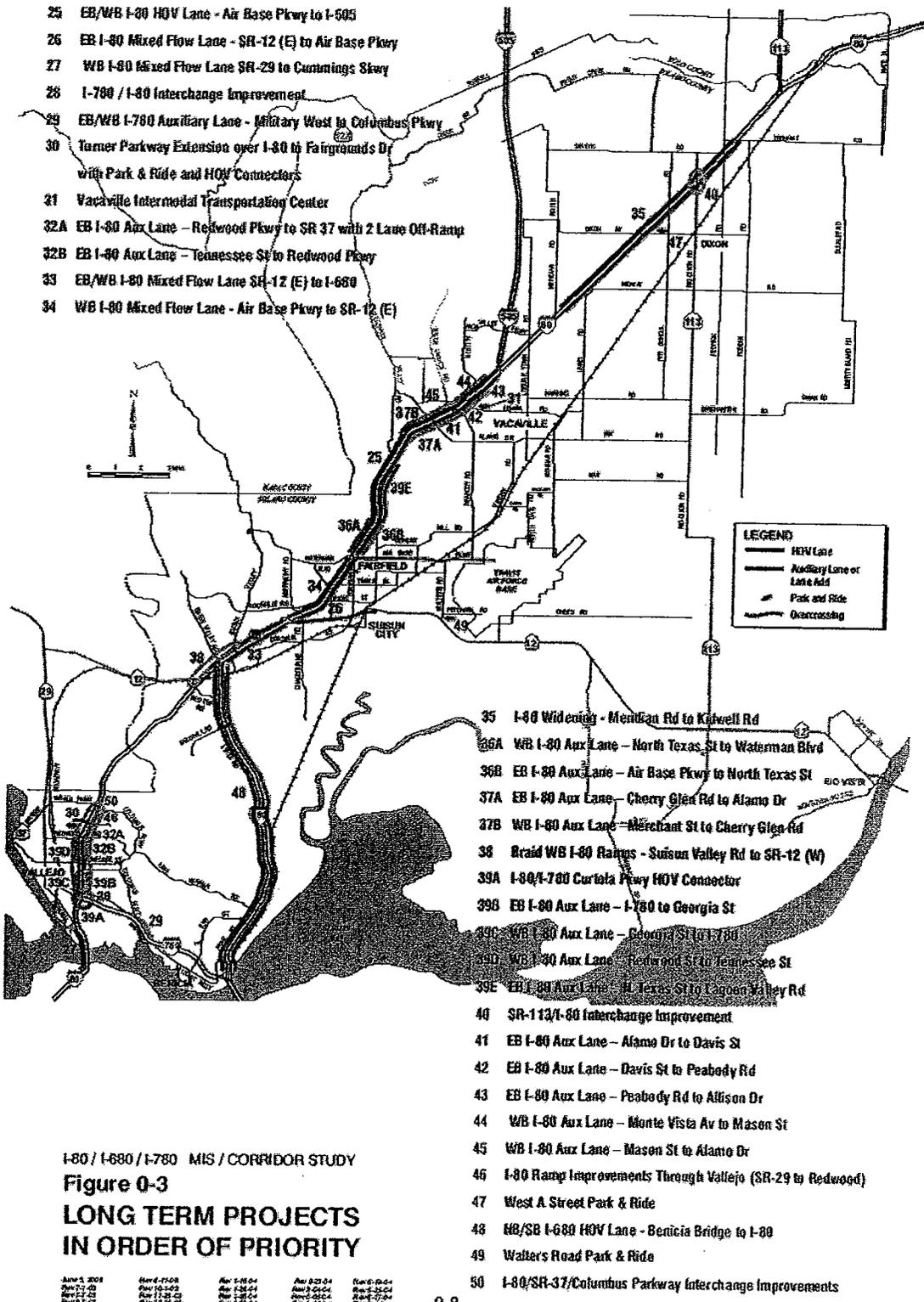
- Nebraska Street and Amador Street
- Corcoran Street and Mini Drive
- Valle Vista Avenue and Tuolumne Street
- Benicia Street and Maple Street
- Solano Avenue and Tuolumne Street
- Tennessee Street and Rollingwood
- Rollingwood and Vista Middle School

APPENDIX B

**MIDTERM AND LONG TERM
I-80/I-680/I-780 MAJOR IMPROVEMENT AND
CORRIDOR STUDY PROJECTS**

ARTERIALS, HIGHWAYS, & FREEWAYS ELEMENT





I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
Figure 0-3
LONG TERM PROJECTS
IN ORDER OF PRIORITY

| | | | | |
|-------------|----------------|-------------|------------|------------|
| Jan 5, 2008 | Rev'd 10-08 | Apr 1-10-04 | Apr 22-04 | Rev'd 2-04 |
| Rev'd 7-08 | Rev'd 10-08 | Rev'd 1-04 | Rev'd 2-04 | Rev'd 2-04 |
| Rev'd 7-08 | Rev'd 11-08-08 | Rev'd 1-04 | Rev'd 2-04 | Rev'd 7-04 |
| Rev'd 7-08 | Rev'd 11-08-08 | Rev'd 1-04 | Rev'd 2-04 | Rev'd 7-04 |

0-8



THE CITY OF
BENICIA
CALIFORNIA

Public Works Department

December 2, 2004

Mr. Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

**SUBJECT: NEEDS ASSESSMENT FOR
COMPREHENSIVE TRANSPORTATION PLAN**

Dear Daryl:

In response to your request, listed below are the City of Benicia's updated Needs Assessment listings for the Arterials, Highways and Freeways Element of the County Comprehensive Transportation Plan:

ROUTES OF REGIONAL SIGNIFICANCE

- Improve 80/680/12 Interchange
- Improve 680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80.
- Construct HOV System on I-80 and I-680
- Install I-780 (E 2nd to E 5th) Auxiliary Lanes
- Install I-780 (Columbus Pkwy to Military West) Auxiliary Lanes
- Improve 680/Bayshore/Industrial interchange connections
- Improve 780/Southampton/West 7th interchange ramps
- Improve 780/East 2nd Street interchange ramps

LOCAL NEEDS

- Widen and extend Industrial Way (680 to Lake Herman Rd) to 4 lanes w/median
- Widen East 2nd Street (Industrial Way to Lake Herman Road) to 4 lanes w/median
- Construct connector road between East 2nd Street and Park Road
- Enhance First Street Corridor
- New traffic signal and intersection improvements citywide
- Widen Columbus Parkway to 4 lanes w/median
- Widen East 5th Street (780 to Military) w/median
- Widen East 2nd Street (780 to Military) w/median
- Widen State Park Road overcrossing at I-780

- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Road (Industrial Way to Sulphur Creek) to four lanes/median
- Widen Park Road (Adams Street to new Connector Road) with median

Should you have any questions, or need further information, please call me at (707) 746-4240.

Sincerely,



Daniel Schiada
Director of Public Works

DS:kt

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