

**TECHNICAL ADVISORY COMMITTEE  
AGENDA**

**1:30 p.m., Wednesday, September 29, 2004  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA**

**STAFF PERSON**

- |   |                    |
|---|--------------------|
| <b>I. CALL TO ORDER</b>   | Daryl Halls, Chair |
| <br>  |                    |
| <b>II. APPROVAL OF AGENDA</b>   |                    |
| <br>  |                    |
| <b>III. OPPORTUNITY FOR PUBLIC COMMENT</b><br>(1:30 -1:35 p.m.)   |                    |
| <br>  |                    |
| <b>IV. REPORTS FROM CALTRANS, MTC, STA AND TRANSIT CONSORTIUM</b><br>(1:35 -1:40 p.m.)  |                    |
| <br>  |                    |
| <b>V. CONSENT CALENDAR</b><br><i>Recommendation: Approve the following consent items in one motion.</i><br>(1:40 – 1:45 p.m.) |                    |
| <br>  |                    |
| <b>A. Minutes of the TAC Meeting of August 25, 2004– Pg. 1</b><br><i>Recommendation: Approve minutes of August 25, 2004.</i>  | Johanna Masielat   |
| <br>  |                    |
| <b>B. STA Board Meeting Highlights – Pg. 7</b><br><b>September 8, 2004</b><br><i>Informational</i>                            | Kim Cassidy        |
| <br>  |                    |
| <b>C. STIA Board Meeting Highlights – Pg. 12</b><br><b>September 8, 2004</b><br><i>Informational</i>                          | Kim Cassidy        |
| <br>  |                    |
| <b>D. Updated STA Meeting Schedule for 2004 - Pg. 14</b><br><i>Informational</i>  | Karen Koelling     |
| <br>  |                    |
| <b>E. Funding Opportunities Summary- Pg. 16</b><br><i>Informational</i>   | Sam Shelton        |

- F. Status of Unmet Transit Needs Process for FY 05/06 – Elizabeth Richards**  
Pg. 25  
Informational

**VI. ACTION ITEMS**

- A. MTC Transit Connectivity Study Daryl Halls**  
Recommendation:  
*Forward a recommendation to the STA Board authorizing the STA Chair to sign a letter to the Metropolitan Transportation Commission requesting that the Fairfield Transportation Center be added to the list of Regional Transit Hubs included in MTC's Transit Connectivity Study.*  
(1:45 – 1:50 p.m.) – Pg. 27
- B. Solano Countywide Transportation for Livable Communities (TLC) Program Plan Robert Guerrero**  
Recommendation:  
*Recommend the STA Board approve the Solano Countywide Transportation for Livable Communities Plan.*  
(1:50 – 2:00 p.m.) – Pg. 65
- C. Solano Countywide Pedestrian Plan Robert Guerrero**  
Recommendation:  
*Recommend the STA Board approve the Solano Countywide Pedestrian Plan.*  
(2:00 – 2:10 p.m.) – Pg. 67
- D. Solano/Napa Multi-Modal Travel Demand Model (Phase 1) Contract Amendment – Pg. Dan Christians**  
Recommendation:  
*Recommend the STA Board approve a \$25,000 contract amendment with DKS Associates to complete the Phase 1 Solano Napa Multimodal Travel Demand Model.*  
(2:10 – 2:25 p.m.) – Pg. 69
- E. STA Board Approval of Priority Projects/Overall Work Plan for FY 2004-05 and FY 2005-06 Daryl Halls**  
Recommendation:  
*Forward the STA's Overall Work Program for FY 2004-05 and FY 2005-06 to the STA Board with a recommendation for approval.*  
(2:25 – 2:35 p.m.) – Pg. 83

## VII. INFORMATION ITEMS

- A. **Funding the Arterials, Highways, and Freeways Element of the CTP** Mike Duncan  
*Informational* (2:35 – 2:40 p.m.) – Pg. 85
- B. **State Transportation Funding Update** Mike Duncan  
*Informational* (2:40 – 2:45 p.m.) – Pg. 94
- C. **Federal “First Cycle” STP/CMAQ/TE Obligation Status** Mike Duncan  
*Informational* (2:45 – 2:50 p.m.) – Pg. 105
- D. **Local Streets and Roads Funding** Mike Duncan  
*Informational* (2:50 – 2:55 p.m.) – Pg. 119
- E. **MTC's Regional Bicycle/ Pedestrian Program** Robert Guerrero  
*Informational* (2:55 – 3:00 p.m.) – Pg. 122
- F. **TLC Planning Grants** Dan Christians  
*Informational* (3:00 – 3:05 p.m.) – Pg. 135

## VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee will be at **1:30 p.m. on Wednesday, October 27, 2004.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting**  
**August 25, 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
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Robert Meleg	City of Rio Vista
	Nick Lozano	City of Suisun City
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Birgitta Corsello	County of Solano
David Bastian	County of Solano
Cameron Oakes	Caltrans
Craig Goldblatt	MTC
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Anna MacLaughlin	STA/SNCI
Robert Guerrero	STA
Sam Shelton	STA
Jennifer Tongson	STA
Johanna Masiclat	STA

**II. APPROVAL OF AGENDA**

By consensus, the STA TAC unanimously approved the agenda.

### III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

### IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**CALTRANS:** Cameron Oakes reported that State Planning and Research (SP&R) Grant application are due October 15, 2004.

**MTC:** Craig Goldblatt announced the restructuring of the Programming and Allocations Section at MTC. He also noted that the position of MTC Liason for transit operators and CMAs will no longer exist.

**STA:** Jennifer Tongson announced the following:

1. The next Paratransit Coordinating Council (PCC) meeting is scheduled for September 17, 2004. Contact Jennifer prior to the meeting for any TDA claims.
2. Project sponsors needing to use Federal funds in FFY 2004-05 must have an approved DBE Program by October 1, 2004.
3. The deadline for receiving nominations for the 7<sup>th</sup> Annual Awards Ceremony is Friday, August 27, 2004.

Mike Duncan provided and distributed reports on the following:

- California Transportation Commission (CTC) Transportation Funding Shortfall
- Local Streets and Roads Shortfall Program – Second Cycle TEA-21 Reauthorization (STA Board Approval 7/14/04)

Sam Shelton provided additional funding opportunity information for the Caltrans Transportation Planning Grant, MTC “Sub-Applicant” Info.

### V. CONSENT CALENDAR

On a motion by Janet Koster, and a second by Gary Leach, the STA TAC approved the consent calendar.

Recommendation:

- A. Minutes of the TAC Meeting of June 30, 2004  
Recommendation: Approve minutes of June 30, 2004.
- B. STA Board Meeting Highlights-  
July 14, 2004

- C. STIA Board Meeting Highlights-  
July 14, 2004
- D. STIA Special Meeting Highlights-  
July 28, 2004
- E. Updated STA Meeting Schedule for 2004
- F. Funding Opportunities Summary
- G. SNCI FY 2003/04 Annual Report
- H. Solano Paratransit Annual Report
- I. Dixon Community Based Transportation Plan

Recommendation:

Recommend to the STA Board approval of the Community Based Transportation Plan for the City of Dixon.

## **VI. ACTION ITEMS**

### **A. Proposed Scope of Work and RFP for SR 12 Transit Corridor Study**

Dan Christians reviewed the preliminary Scope of Work to be conducted during FY 2004-05 for the SR 12 Transit Corridor Study. He noted that the major proposed tasks are as follows: stakeholders and transit operators input, proposed schedule and phasing plan, steering committee and public input, and implementation plan, cost estimates, and funding plan.

Recommendation:

Recommend to the STA Board to approve the following:

1. Preliminary scope of work for the SR 12 Transit Corridor Study as specified in Attachment A.
2. Authorize the Executive Director to distribute a Request for Proposals to conduct the State Route 12 Transit Corridor Study.

On a motion by Robert Meleg, and a second by Janet Koster, the STA TAC approved the recommendation.

### **B. Swap of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds**

Mike Duncan discussed MTC's proposed agreement for a revised distribution of ECMAQ funds for FY 2003-04 through FY 2006-07 with regional programming funding starting in FY 2005-06. The proposed agreement provides an equitable distribution of ECMAQ funds to regional programs, maintains the \$1.2M per year previously identified for programming to local eastern Solano agency projects, and funds the \$2M STP/CMAQ fund swap.

Recommendation:

Recommend to the STA Board to authorize the Executive Director to enter into an agreement with MTC for funding regional programs, local agency programs and a \$2M STP/CMAQ swap with ECMAQ funds as outlined in Attachment A.

On a motion by Janet Koster, and a second by Robert Meleg, the STA TAC approved the recommendation.

**C. I-80/I-680/SR 12 Interchange Project – Contract Amendment #1 for MTCO/Nolte Joint Venture**

Mike Duncan identified the increased work and the total contract amount between STA and the MTCO/Nolte team. Mike reviewed the additional costs of expanding the environmental studies on the I-80/I-680/SR 12 Interchange Project to cover the SR 12/Red Top Road Interchange and the extension of HOV lanes to the I-80/Air Base Parkway Interchange.

After discussion, Morrie Barr requested the SR 12/Red Top Interchange also be evaluated for SR 12 going over Red Top Road. The STA TAC agreed with his request. STA staff indicated the additional cost for including this in the contract can be covered within the contingency amount.

Recommendation:

Recommend to the STA Board to authorize the Executive Director to amend the consultant contract with the Mark Thomas/Nolte Associates Team to prepare the Project Approval/Environmental Documents for the I-80/I-680/SR 12 Interchange project for a total amount not to exceed \$7,600,000.

On a motion by Morrie Barr, and a second by Paul Wiese, the STA TAC approved the recommendation.

**D. Regional Measure 2 (RM 2) Update and Revision**

Mike Duncan reviewed the revisions to the proposed funding project schedule for the I-80/I-680/SR 12 Interchange and the Regional Express Bus North Pool category.

Recommendation:

Recommend to the STA Board to approve the Revised Solano County RM 2 Project Funding Proposals as specified in Attachment B.

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC approved the recommendation.

**E. TFCA 40% Program Manager Funds**

Robert Guerrero reviewed the second call for TFCA projects for the remaining FY 2005-06 fund balance of \$119,355.74. He indicated that applications were submitted by the City of Suisun for the Central County Bikeway Gap Closure Project and the County of Solano for electric charging stations.

An amendment to the recommendation was requested by Paul Wiese, Solano County and Ed Huestis, City of Vacaville, to approve funding for \$50,000 for

electric charging stations as well as the City of Suisun's request for \$32,000 to fund the Central County Bikeway Gap Closure Project. After some discussion, STA staff supported this request with the suggestion to condition future allocations for TFCA funds for electric vehicle stations on an evaluation to determine the future viability of electric vehicles.

Recommendation:

Recommend the STA Board approve the City of Suisun City's request for \$32,000 to fund the Central County Bikeway Gap Closure Project.

On a motion by Paul Wiese, and a second by Morrie Barr, the STA TAC approved the recommendation as amended adding the Solano County request for \$50,000 for electric charging stations.

**F. Solano Countywide Transportation for Livable Communities (TLC) Program Guidelines**

Robert Guerrero discussed several changes and clarifications to the draft guidelines requested by STA Pedestrian Advisory Committee (PAC) member Ms. Eva Laevastu.

After discussion, additional modifications were made to the draft guidelines. The modifications are as follows:

- Page 4:  
Modify maximum amount for T-PLUS planning funds to up to \$50,000 over a two-year period.
- Page 7:  
Bullet #11 should reference the TLC Plan as part of the Alternative Modes element of the Comprehensive Transportation Plan.

Recommendation:

Recommend the STA Board approve the Solano Countywide TLC Guidelines.

On a motion by Dan Schiada, and a second by Janet Koster, the STA TAC approved the recommendation as amended.

**VII. INFORMATION ITEMS**

**A. Update of STA's Overall Work Plan – Draft Priority Projects for FY 2004/05 and FY2005/06**

Daryl Halls reviewed and provided an update to all of the priority projects contained in the STA Overall Work Plan. He noted the current list includes the previous 43-item list of STA Board adopted projects. He stated that following the September 8<sup>th</sup> STA Board meeting, STA staff will prepare an updated list and will reagendaize the item for action by the Transit Consortium, STA TAC, and STA Board.

**B. Funding the Comprehensive Transportation Plan (CTP)**

Daryl Halls reviewed the high priority elements of the CTP and staff's intention to develop short term and long term funding strategies for priority projects identified in the CTP.

**C. Solano/Napa Multi-Modal Travel Demand Model Status (Phase I)**

Dan Christians provided an update to Phase I of the highway traffic model. Dan noted that a demonstration of the final draft model will be presented by DKS consultants at the next STA TAC meeting in September.

**D. 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)**

Mike Duncan provided a status report on the following: 2) North Connector, 8) Highway 12 (Jameson Canyon and 12/29 Interchange), and 10) I-80 Widening (Dixon to Vacaville).

**E. Legislative Update – August 2004**

No discussion necessary.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 3:20 p.m.. The next regular meeting of the STA TAC is scheduled for **Wednesday, September 29, 2004 at 1:30 p.m.**



**Solano Transportation Authority**  
**Board Highlights**  
**For September 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 September 8, 2004 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of September 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
Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Marci Coglianese	City of Rio Vista
Jim Spering	City of Suisun City
Len Augustine	City of Vacaville
Tony Intintoli	City of Vallejo
John Vasquez	County of Solano

**BOARD MEMBERS ABSENT:**

John Silva	County of Solano
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**ACTION ITEMS: FINANCIAL**

**A. Swap of Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement Program (CMAQ) Funds**

Recommendation: Authorize the Executive Director to enter into an agreement with MTC for funding regional programs, local agency programs and a \$2M STP/CMAQ swap with ECMAQ funds as outlined in Attachment B.

On a motion by Member Spring, and a second by Chair MacMillan, the STA Board unanimously approved the recommendation.

**B. Proposed Scope of Work and Request for Proposals for SR 12 Transit Corridor Study**

Recommendation: Approve the following:

1. Preliminary Scope of Work for the SR 12 Transit Corridor Study as specified in Attachment A.
2. Authorize the Executive Director to distribute a Request for Proposals to conduct the State Route 12 Transit Corridor Study.

On a motion by Member Coglianesse, and a second by Member Spring, the STA Board unanimously approved the recommendation.

**C. Regional Measure 2 (RM 2) Update and Revision**

Recommendation: Approve the following:

1. The Revised Solano County RM 2 Project Funding Proposal as shown in Attachment B.
2. Resolution 2004-09, Solano Transportation Authority Resolution of Project Compliance, as specified in Attachment F.

On a motion by Member Intintoli, and a second by Member Spring, the STA Board unanimously approved the recommendation.

**ACTION ITEMS: NON FINANCIAL**

**A. Legislative Update – September 2004**

Recommendation: Approve the following:

Authorize the Executive Director to prepare letters to members of the State Legislature and the Governor in support of legislation stopping the diversion of Proposition 42 funds, requesting the rapid repayment of Proposition 42 funds to the Transportation Investment Fund and requesting support for the passage of Measure A and California's Local transportation sales tax measures.

On a motion by Member Spring, and a second by Member Messina, the STA Board unanimously approved the recommendation.

**B. Countywide Transportation for Livable Communities (TLC) Program Guidelines**

Recommendation: Approve the following:

Approve the Solano Countywide TLC Program Guidelines as specified in Attachment A with an amendment to add Reduce Traffic Congestion as a specific goal of the TLC Guidelines.

On a motion by Member Spring, and a second by Member MacMillan, the STA Board unanimously approved the recommendation as amended.

**CONSENT CALENDAR ITEMS:**

On a motion by Member Messina and a second by Member Spring, the consent items were approved in one motion. Chair MacMillan abstained from the vote on Agenda Item VII.A (Approve STA Board Minutes of July 14, 2004).

**A. STA Board Minutes of July 14, 2004**

Recommendation: Approve STA Board minutes of July 14, 2004.

**B. Approve Draft TAC Minutes of August 25, 2004**

Recommendation: Receive and file.

**C. Renewal of Contract Services for Accounting Assistance**

Recommendation: Authorize the Executive Director to extend the contract to provide accounting services for an amount not to exceed \$10,000 to December 31, 2004.

**D. I-80/I-680/SR 12 Interchange Project – Contract Amendment #1 for MTCO/Nolte Joint Venture**

Recommendation: Authorize the Executive Director to amend the consultant contract with the Mark Thomas/Nolte Associates Team to prepare the Project Approval/Environmental Documents for the I-80/I-680/SR 12 Interchange project by \$714,708 with a total amount not to exceed \$7,600,000.

**E. Approval of FY 2004-05 STA Benefits Summary**

Recommendation: Authorize the Executive Director to sign the Fiscal Year 2004-05 STA Personnel Policies and Procedures Benefits Summary effective September 8, 2004.

**F. Dixon Community Based Transportation Plan**

Recommendation: Approve the following:

1. The enclosed Community Based Transportation Plan for the City of Dixon.
2. Authorize the STA Chair to sign a letter of support for each of the following two LIFT grant applications:
  - A. Volunteer Ride Program for Medical Trips
  - B. Subsidized Taxi Service

**G. Solano Napa Commuter Information (SNCI) FY 2003-04 Annual Report**

Recommendation: Receive and file.

**H. Solano Paratransit Annual Report**

Recommendation: Receive and file.

**I. TFCA 40% Program Manager Funds**

Recommendation:

Approve the following:

1. \$32,000 for City of Suisun City's Central County Bikeway Gap Closure Project in TFCA 40% Program Manager Funds for FY 2004-05.
2. \$50,000 for County of Solano's public charging stations in TFCA 40% Program Manager Funds for FY 2004-05.
3. Adopt Resolution 2004-08 authorizing a second application submittal to the BAAQMD for \$32,000 for Suisun City's Central County Bikeway Gap Closure Project and \$50,000 for County of Solano's public charging stations project.

**J. Jepson Parkway Budget Revision for FY 2003-04 and FY 2004-05**

Recommendation:

Authorize the budget additions for the Jepson Parkway Project as specified in Attachments A and B.

**UPDATE FROM STAFF**

**A. Caltrans Report**

Yader Bermudez provided a construction update on the 37/29 Interchange, I-80/680 Auxiliary Lanes project and the mitigation project located at Solano College.

**B. MTC Report**

None Presented.

**C. STA Report**

1. Proclamation of Appreciation – Charles O. Lamoree – retired STA Legal Counsel  
By consensus, the STA Board unanimously approved the Proclamation.
2. Legislative Update – August-September 2004 provided by Tony Rice and Josh Shaw, Shaw/Yoder

**INFORMATIONAL ITEMS:** Information was provided for the following items:

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

**B. Funding the Comprehensive Transportation Plan (CTP)**

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

**D. Highway Projects Status Report**

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

- ◆ *Low Income Flexible Transportation Program (LIFT).*
- ◆ *BAAQMD Vehicle Incentives Program (VIP).*
- ◆ *California State Parks Habitat Conservation Fund.*
- ◆ *Local Streets and Roads Shortfall.*
- ◆ *BAAQMD Vehicle Incentives Program (VIP).*
- ◆ *California State Parks Recreational Trails Program (RTP).*
- ◆ *Caltrans Transportation Planning Grant – Environmental Justice - Context Sensitive Planning for Communities.*
- ◆ *Caltrans Transportation Planning Grant – Community Based*

*Transportation Planning.*

- ◆ *Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning.*
- ◆ *Caltrans Transportation Planning Grant - Partnership Planning.*
- ◆ *Bikes Belong Grant Program.*
- ◆ *California Resources Agency Environmental Enhancement and Mitigation Program (EEMP).*

The next regular meeting of the STA Board is scheduled for **October 13, 2004, 6:00 p.m.** at Suisun City Hall.



**Solano Transportation Improvement Authority Board  
Meeting Highlights For September 8, 2004, 7:15 p.m.**

**Notice to the Public:**

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

**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Kim Cassidy, STIA Clerk of the Board  
**RE:** Summary Actions of the July 28, 2004 STIA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Improvement Authority at a Board meeting held on July 28, 2004. If you have any questions regarding specific items, please give me a call at 424-6008.

**BOARD MEMBERS PRESENT:**

Jim Spering (Chair)	City of Suisun City
Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Karin MacMillan	City of Fairfield
Marci Coglianese	City of Rio Vista
Len Augustine	City of Vacaville
Joanne Schivley	City of Vallejo
John Vasquez	County of Solano

**BOARD MEMBERS ABSENT:**

None

## **ACTION ITEMS: NON FINANCIAL**

### **A. STIA Board Appointments to Independent Taxpayers Watchdog Committee to Provide Oversight on the Expenditures of the CTEP**

Recommendation: Approve the following recommendations:

Request the STIA's Local Funding Subcommittee develop the application process, review the eligible candidates, and provide recommendations to the STIA Board on the STIA's three appointments to the Independent Taxpayers Watchdog Committee.

On a motion by Member Messina, and a second by Member Augustine, the STIA Board approved the recommendation with a request staff prepare a letter for the STIA Chair requesting each mayor and the chairman of the Board of Supervisors appoint its representative prior to the STIA Board meeting of October 13, 2004.

## **CONSENT CALENDAR ITEMS:**

On a motion by Member Courville, and a second by Member Augustine, the consent items were approved in one motion. Member MacMillan and Member Messina abstained from the vote on Agenda Item V.A.1 (Approve STIA Board Minutes of July 28, 2004).

### **A. STIA Board Minutes of July 28, 2004**

Recommendation: Approve minutes of July 28, 2004.

## **ADJOURNMENT**

The Next Regularly Scheduled Meeting: October 13, 2004 at 7:15 p.m., or immediately following the STA Board meeting at Suisun City Hall.

*Agenda Item V.D  
September 29, 2004*



DATE: September 16, 2004  
TO: STA TAC  
FROM: Karen Koelling, Administrative Assistant  
RE: Updated STA Meeting Schedule for 2004

**Background:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Meeting Schedule 2004



DATE: September 20, 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.

<b>Fund Source</b>	<b>Application Available From</b>	<b>Application Due</b>
California State Parks Habitat Conservation Fund	Richard Rendon, CA Dept of Parks and Recreation, (916) 651-7600	<b>Due October 1, 2004</b>
California State Parks Recreational Trails Program (RTP)	David Smith, CA Dept of Parks and Recreation, (916) 651-8576	<b>Due October 1, 2004</b>
Caltrans Transportation Planning Grant – Environmental Justice – Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	<b>Due October 15, 2004</b>
Caltrans Transportation Planning Grant – Community-Based Transportation Planning	Stuart Mori, Caltrans, (916) 651-8204	<b>Due October 15, 2004</b>
Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning	Blesilda Gebreyesus, Caltrans (510) 286-5559	<b>Due October 15, 2004</b>
Caltrans Transportation Planning Grant – Partnership Planning	Erik Alm, Caltrans (510) 286-5513	<b>Due October 15, 2004</b>
Bikes Belong Grant Program	Tim Baldwin, Bikes Belong Coalition, (617) 426-9222	<b>Q4 – November 23, 2004</b>
California Resources Agency Environmental Enhancement and Mitigation Program (EEMP)	Dave Brubaker, CA Resources Agency, (916) 653-5656	<b>December 19, 2004</b>



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*FUNDING OPPORTUNITY:*

**California State Parks  
Habitat Conservation Fund**

Applications due October 1, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the California State Parks' Habitat Conservation Fund is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties and districts are eligible to apply.

Program Description: Funded as part of the California Wildlife Protection Act of 1990 to protect wildlife and educate the public about wildlife.

Funding Available: \$2 million is available under the program. A 50% state / 50% local match is required. This can be made with non-state dollars, in-kind contributions, or property made available as part of the acquisition project.

Examples of Previous Awards: Acquisition and restoration of habitat (City of Vacaville – Ulatis Creek \$72,000 FY97/98, \$86,000 & \$54,000 FY 96/97)  
Wildlife/Interpretive/Educations trails (City of Sacramento, Southside Park Lake Rehabilitation \$83,750, FY 04/05)

Further Details: <http://www.parks.ca.gov> → “Grants and Bond Acts”

Program Contact Person: Richard Rendon, Cal DPR, (916) 651-7600, rrend@parks.ca.gov

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

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*FUNDING OPPORTUNITY:*

**California State Parks  
Recreational Trails Program (RTP)**

Applications due October 1, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the California State Parks' Recreational Trails Program (RTP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands.

**Program Description:** The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects.

**Funding Available:** About \$2.2 million per year will be available for non-motorized projects and about \$1.0 million for motorized projects based on the federal Fiscal Year 2003 appropriation. Minimum match of 20%.

**Eligible Projects:** Maintenance and restoration of existing recreational trails (motorized projects only)  
Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails  
Purchase and lease of recreational trail construction and maintenance equipment (motorized projects only)  
Construction of new recreational trails (see Procedural Guide for more information)  
Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors  
Operation of educational programs to promote safety and environmental protection as those objectives relate to the use of recreational trails (motorized projects only)

**Further Details:** <http://www.parks.ca.gov> → "Grants and Bond Acts"

**Program Contact Person:** David Smith, Cal DPR, (916) 651-8576, dsmith@parks.ca.gov

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

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*FUNDING OPPORTUNITY:*

**Caltrans Transportation Planning Grant  
Environmental Justice: Context-Sensitive Planning for Communities**

Applications due October 15, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the Caltrans Transportation Planning Grant Environmental Justice – Context – Sensitive Planning for Communities is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, transit districts and Native American Tribal Governments.  
Sub-recipients: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

Program Description: Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing, and economic opportunities for low-income, minority and Native American communities.

Funding Available: \$3 million from the State Highway Account for FY 04/05 and FY 05/06. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

Eligible Projects: Identify and involve under-represented groups in planning and project. Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development

Examples of Previous Awards: Planning and Safety improvements for pedestrians and bicycles (Fruitvale Alive!/City of Oakland - \$170,100 FY 03/04)  
Developing Guidelines and supporting information for EJ element of a General Plan (South Sacramento Community Plan Update - \$237,960 FY 03/04)  
Transportation Projects in underdeveloped rural and agricultural areas (Le Grand, Circulation Plan - \$68,400 FY 03/04)

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Norman Dong, Caltrans, [Norman\\_dong@dot.ca.gov](mailto:Norman_dong@dot.ca.gov) (916) 651-6889

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

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*FUNDING OPPORTUNITY:*

**Caltrans Transportation Planning Grant  
Community-Based Transportation Planning**

Applications due October 15, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the Caltrans Transportation Planning Grant – Community-Based Transportation Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.

Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.

Funding Available: \$3 million from the State Highway Account for FY 04/05 and FY 05/06. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

Eligible Projects: Projects should involve conceptual-level planning and design activities that encourage community stakeholder collaboration and promote livable community concepts.

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Stuart Mori, Caltrans, [stuart\\_mori@dot.ca.gov](mailto:stuart_mori@dot.ca.gov) (916) 651-8204

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

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*FUNDING OPPORTUNITY:*

**Caltrans Transportation Planning Grant  
FTA 5313(b) Transit Planning**

Applications due October 15, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact Lisa Klein (510.464.7832) at MTC for their sub-recipient submittal schedule.

Program Description: *Statewide Transit Planning Studies:* Funds studies that reduce urban transportation needs and improve transit on a statewide or multi-regional level.  
*Transit Technical Planning Assistance:* Funds public intermodal transportation planning studies for rural transit service (Population of 50K or less).  
*Transit Professionals Development:* Fund training and development of transit planning professionals and students.

Funding Available: \$2 million from FTA Section 5313(b) for FY 05/06:  
*Statewide Transit Planning Studies:* \$1,000,000 available with a grant cap of \$300,000.  
*Transit Technical Planning Assistance:* \$600,000 available with a grant cap of \$80,000.  
*Transit Professionals Development:* \$400,000 available with a grant cap of \$50,000.  
  
11.47% non-Federal funds or in-kind local match required for all grants.

Eligible Projects: *Statewide Transit Planning Studies:* GIS development, transit oriented development studies, transit planning and development tools and models.  
*Transit Technical Planning Assistance:* Short-range transit development plans, ridership surveys, and transit coordination studies.  
*Transit Professionals Development:* Training manuals and internships.

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans (510) 286-5559

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

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*FUNDING OPPORTUNITY:*

**Caltrans Transportation Planning Grant  
Partnership Planning**

Applications due October 15, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact Lisa Klein (510.464.7832) at MTC for their sub-recipient submittal schedule.

Program Description: Funds statewide planning studies that are jointly performed by Caltrans and MPOs/RTPAs.

Funding Available: \$1,000,000 in FHWA State Planning and Research funds available in FY 05/06. Maximum grant amount is \$300,000. 20% non-federal funds or in-kind local match required.

Eligible Projects: Regional transportation planning studies (Statewide / Multi-Regional)  
Land Use / Smart Growth Studies  
Corridor studies  
Intermodal Facilities

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Erik Alm, Caltrans (510) 286-5513

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

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*FUNDING OPPORTUNITY:*

**Bikes Belong Grant Program**

Applications Due: 4<sup>th</sup> Quarter – November 23, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities and the County of Solano are eligible.

Program Description: Bikes Belong is offering grants to address four specific goals:  
Ridership growth  
Leveraging funding  
Building political support  
Promoting cycling

Funding Available: Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.

Eligible Projects: Eligible projects include bicycle facility improvements, education, and capacity projects.

Further Information: Applications and grant information are available online at [www.bikesbelong.org](http://www.bikesbelong.org) Navigate to grant programs.

Bikes Belong Contact: Tim Baldwin, Bikes Belong Coalition,  
(617) 426-9222

STA Contact Person: Robert Guerrero, STA Associate Planner  
(707) 424-6014  
[rguerrero@STA-SNCL.com](mailto:rguerrero@STA-SNCL.com)

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*FUNDING OPPORTUNITY:*

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

Applications due December 19, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the California Resources Agency Environmental Enhancement and Mitigation Program (EEMP) 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, local and federal governmental agencies and non-profit organizations..

Program Description: This program provides funds to mitigate the environmental impacts of modified or new public transportation facilities.

Funding Available: \$10 million each year from state gas taxes, 40% going to northern CA counties. Projects are generally limited to \$250,000.

Eligible Projects: Highway Landscape and Urban Forestry designed to improve air quality through the planting of trees and other suitable plants. Acquisition, restoration or enhancement of resource lands to mitigate the loss. Acquisition and/or development of roadside recreational opportunities including parks and greenways, roadside rests, scenic overlooks, trails, and bikeways.

Further Details: [http://resources.ca.gov/eemp\\_new.html](http://resources.ca.gov/eemp_new.html)

Bikes Belong Contact: Dave Brubaker, the EEM Program Coordinator, (916) 653-5656  
dave.brubaker@resources.ca.gov

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

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DATE: September 14, 2004  
TO: STA TAC  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY05/06

**Background:**

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

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

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

If the transit operators, the STA, and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA article 8 claims for FY05/06. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

The annual Unmet Transit Needs public hearing for Solano County has been traditionally held in November. Staff has begun to schedule this meeting for the FY05/06 TDA funding cycle. A meeting date and location have not yet been set. A 30-day public notice period is required. Transit operators are encouraged to attend. Staff will provide an update at the TAC and Consortium meetings.

Following the Unmet Transit Needs public hearing and public comment period, MTC will summarize the key issues of concern and forward them to the STA to coordinate a response. STA staff will work with the affected transit operators to address the issues thoroughly.

**Recommendation:**

Informational



DATE: September 20, 2004  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: MTC Transit Connectivity Study

**Background:**

In July 2003, the Metropolitan Transportation Commission (MTC) created a Working Group to begin a study of transit connectivity among transit operators in the Bay Area. The project goals were to:

- Identify connectivity features that are in greatest need of improvement.
- Identify priority connection locations or transit “hubs.”
- Identify best practices or models of how to implement improvements.
- Recommend, where applicable, regional standards or procedures for transit operators, local governments and regional agencies to adopt in order to promote more seamless use of transit for the customer.

When completed, the study’s recommendations were to be implemented in the following manners:

- To be incorporated into the Transportation 2030 Plan
- To be included as part of the MTC’s Transit Coordination Implementation Plan (SB1474)
- To provide the foundation for the Regional Transit Connectivity Plan required by SB916 now that Regional Measure 2 has passed.

Some of the key customer service issues to be studied were pre-trip planning, fares and fare collection, transfer point services/amenities/information, marketing and education.

**Discussion:**

The STA’s Elizabeth Richards has been participating in the Transit Connectivity Working Group. Attached is a copy of the Transit Connectivity Study released by MTC staff. The Study is scheduled to be presented to the Bay Area Congestion Management Agencies on September 24, 2004, to the Bay Area Partnership Board on September 30, 2004 and the MTC Commission Board in October. The study’s key findings identified four barriers to transit connectivity: 1) Service connections, 2) information and amenities at transfer points, 3) pre-trip planning, and 4) fare policies and fare collection.

The Transit Connectivity Study recommendations focus on a series of seven major points:

- Establish a regional network of transit hubs
- Improve regional wayfinding signage and information assistance
- Fully implement regional transit trip planning
- Expand real-time transit information
- Improve customer information telephone services
- Plan for “last mile” connecting services
- Complete Translink rollout.

Nineteen transit hubs are identified as the Regional Transit Hubs part of the network. For Solano County, the Study includes the Vallejo Ferry Terminal, but only references the Fairfield Transportation Center and Suisun Amtrak Station. A matrix of Real Time Scheduling Information Implementing Transit Agencies in the Bay Area includes Vallejo Transit as the only Solano transit operator. Staff recommends the Fairfield Transportation Center be added to the list of Regional Transit Hubs due to its central location and express bus connections to El Cerrito del Norte and Pleasant Hill BART stations, the Capitol Corridor Rail Station at Suisun City, UC Davis, and Sacramento and its regional light rail system and Amtrak station.

Once this Transit Connectivity Study is completed, MTC will be preparing a Request for Proposal (RFP) for the Regional Transit Connectivity Plan that is directed to be prepared by SB916. By legislation, this Plan needs to be adopted by MTC by December 1, 2005. The existing working group will have a role in preparing the RFP. This initial Transit Connectivity Study will serve as a foundation for the future study with one of the first key steps to confirm the list of key hubs. RM2 provides the funds for this Plan’s preparation and implementation. According to SB916, “No agency shall be eligible to receive funds under this section unless the agency is a participant operator in the commission’s regional transit connectivity plan.”

**Recommendation:**

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

Attachment:

- A. MTC’s Transit Connectivity Report – September 2004



DATE: September 20, 2004  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: Solano Countywide Transportation for Livable Communities (TLC)  
Program Plan

**Background:**

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

Recently, MTC revised the TLC program to include a separate Countywide TLC component that allows the nine Bay Area Congestion Management Agencies (CMAs) to administer a percentage (based on population) of the TLC funds for countywide priority projects. Two-thirds of the new TLC program funds will now be available each cycle for regionally competitive planning, capital, and Housing Incentive Program (HIP) projects. One-third of the funds will be available for local planning and capital projects administered by the CMAs. Funding for the Solano County Countywide TLC Program is expected to be \$525,000 for the first cycle (FY05/06 to FY06/07) and \$1.6 million for cycle 2 (FY07/08 to FY08/09). There is also \$25,000 per year or \$50,000 over two years per project available for planning related activities under the Transportation Planning Land Use Program (T-PLUS) administered by the STA.

**Discussion:**

STA began requesting submittals of potential TLC candidate projects in the fall of 2003 and again in the summer of 2004. STA staff also met with member agencies to conduct field reviews and discuss potential TLC projects in July and August 2004. Staff discussed the TLC plan, other potential funding strategies and discussed options on how to make projects stronger TLC candidates at these meetings. Most of the member agencies participated in these field reviews.

In preparation for this initial allocation of County TLC Funds, STA staff developed Solano Countywide TLC Program Guidelines (adopted by the STA Board September 8, 2004) and a draft Solano County TLC Plan. The draft plan was developed from input and discussions with the STA Alternative Modes Subcommittee, STA TAC, the Solano County Planners Group, and staff from member agencies. The draft TLC Plan identifies approximately \$68 million in TLC project's countywide. Upon adoption by the STA Board, the TLC Plan will be incorporated into the Alternative Modes Element of the Solano Comprehensive Transportation Plan. Staff is recommending that only projects listed in the TLC Candidate Projects list will be eligible for TLC funds allocated by the STA.

**Fiscal Impact:**

None to the STA General Operations Fund.

**Recommendation:**

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

Attachment:

- A. Solano Countywide TLC Program Plan (under separate cover)



DATE: September 20, 2004  
To: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: Solano Countywide Pedestrian Plan

**Background:**

Since August 2003, STA staff and a consultant have been developing the Solano Countywide Pedestrian Plan in partnership with the Alternative Modes Subcommittee, Pedestrian Advisory Committee (PAC), Solano Planning Directors Group and Technical Advisory Committee.

The Solano Countywide Pedestrian Plan is funded through the Caltrans Community Based Transportation Grant program. The purpose of the plan is to identify countywide and local pedestrian-oriented projects that support walking as a means of transportation. The Pedestrian Plan is intended to complement the County Transportation for Livable Communities (TLC) program and Countywide Bicycle Plan. Funding for pedestrian related activities is expected to be available through MTC's Transportation for Livable Communities (TLC) Program, the Regional Bicycle/ Pedestrian Program, and Caltrans' Safe Routes to Schools Program.

**Discussion:**

The draft Solano Countywide Pedestrian Plan was circulated for comments in August 2004. STA has received comments from several agencies and individual committee members and have incorporated them in the draft plan. STA staff and the consultant developed a final draft for review and recommendation based upon this last round of input.

The draft Solano Countywide Pedestrian Plan is the first effort to identify and prioritize countywide pedestrian projects in Solano County. There was some overlap identified between the Countywide Pedestrian Plan, Countywide Bicycle Plan and Transportation for Livable Communities Plan. The Countywide Pedestrian Plan recognized projects that were included in the other plans, but also identified stand alone pedestrian projects with a total 30 year estimated cost of \$25 million.

The Countywide Pedestrian Plan will be included as part of the Alternative Modes Element of the Comprehensive Transportation Plan upon approval by the STA Board. The plan will be a valuable implementation and advocacy document for countywide, regional, state and federal funding for Solano County pedestrian related projects.

**Fiscal Impact:**

None to the STA General Operations Fund.

**Recommendation:**

Recommend the STA Board approve the Solano Countywide Pedestrian Plan.

Attachment:

- A. Solano Countywide Pedestrian Plan (under separate cover)



DATE: September 20, 2004  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Solano/Napa Multi-Modal Travel Demand Model (Phase 1)  
Contract Amendment

**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 be forecasting traffic to the year 2030. The Solano/Napa Model Committee, consisting of modelers and planners from the cities and county 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” program was a result of the merging of the companies that had previously owned the “TRANPLAN” and “MINUTP” modeling programs.
- “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 new STA model is designed to replicate travel behavior in Solano and Napa Counties, within a 16-county area including the Bay Area, Sacramento Region, San Joaquin County and Lake County. Because the model contains a much larger multi-regional area than STA's current model, the traffic forecasts at the outer gateways of the county (e.g., SR 12 in Rio Vista and I-80 in Dixon) will be more accurate. 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 has verified the model to year 2000 traffic volumes on major roadways within Solano and Napa counties. Local land use data, provided by the cities and county, 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 had various discussions 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 gave each local jurisdiction the opportunity to adjust the projections 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 some planned development actually occurs sooner than initially expected, 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 three months, the consultants will be completing the Phase 1 highway traffic model and preparing forecasts for review and refinement by the Model Committee. The initial forecasts have been developed and are being reviewed by the Model Committee.

Staff is planning to have the consultants present a preliminary overview of the new model at the TAC meetings of September 29, 2004 and October 27, 2004 and the STA Board meeting on December 8, 2004. Staff encourages each TAC Member to discuss the model with their jurisdiction’s member of the Model Committee, and/or Planning Director. Like any new multi-regional model of this magnitude and complexity, refinements will continue to be made until the projected numbers for major gateways and corridors of Solano County are considered to be sufficiently accurate to meet MTC and Caltrans conformity standards.

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

#### Consultant Contract Amendment

The CTC originally allocated \$400,000 to the STA to develop this new model with STIP funds, as part of the I-80/680/12 interchange project. However, after deducting 10% for project monitoring purposes by Caltrans, \$360,000 was made available to STA for consultant services to develop the new model. The original contract with DKS consultants was for \$350,000, which has now been substantially expended. Although the consultant believes he has achieved a two-county model that largely reflects the regional travel demand between counties, into, out of, and through the two counties (Solano and Napa), additional time has been spent on the model development than originally expected, and further refinements to complete the model are still needed. There has been significant involvement from each of the member agencies (including modelers and planners from each of the

agencies) to incorporate current information on the network, traffic counts, and land uses. Additional consultant time has been spent to complete certain tasks than originally expected including:

- Correcting problems with base year traffic data used for reference
- Updating and modifying inaccurate base year land use data
- Reviewing and modifying problems with assumptions for local land use forecasts
- Coordinating modifications to coding of the network including incorporating the correct speeds, number of lanes and identifying the correct facility type
- Additional modeling meetings, modeling runs and revisions made to address technical inconsistencies

Staff concurs that these were legitimate additional work tasks and hours required by the consultant that were beyond the original consultant contract scope of work and estimated hours. It was originally expected that STA would retain a separate economic/land use consultant for approximately \$25,000 to augment the prime consultant work beyond the original scope of work for DKS. Because there was only \$360,000 of total STIP funds made available to retain the prime consultant, a second consultant services contract was not pursued and, therefore, DKS, and Dowling Associates, a subcontractor originally retained to work mainly work on more technical modeling issues, has spent unanticipated resources to work with member agencies to compile and refine the existing and projected land uses consistent with the regional projections.

Based on recent discussions with the consultant to complete the remaining work necessary for the basic model, staff has determined that a maximum of \$25,000 will be needed to complete the Phase 1 (traffic) model, respond to final comments and input from the Model Committee, make the final necessary land use and network refinements, provide the necessary documentation to member agencies, Caltrans and MTC, and develop a strategy, scope of work and cost estimate to prepare a Phase 2 model at a later time.

Staff has identified the following available fund sources to cover the costs of the contract amendment with DKS Associates to complete Phase 1:

- \$25,000 – Carryover funds remaining from the 2003-04 STA budget (because of savings in supplies and services) that are being carried over into the 2004-05 budget

Staff believes 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 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 widening project between Dixon and Vacaville
- I-680 HOV lane project.
- Initiate efforts to prepare a Phase 2 model that could assist in updating ridership and stations projections to implement future regional rail service and expanded express bus services throughout Solano County.

Attached is a current “Summary Progress Report” prepared by DKS consultants with a revised scope of work and updated cost estimate to complete the Phase 1 model.

**Fiscal Impact:** This Phase 1 Model contract amendment would be funded with \$25,000 of carryover funds from FY 2003-04.

**Recommendation:**

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

Attachments:

- A. Summary Progress Report – Development of Solano/Napa Travel Model
- B. Revised Scope of Work to complete Phase 1 of Solano Napa Multimodal Travel Demand Model
- C. Year 2030 Land Use Comparison By County
- D. Year 2030 Land Use Comparison By Jurisdiction (Solano County)



DATE: September 20, 2004  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: STA Board Approval of Priority Projects/Overall Work Plan for  
FY 2004-05 and FY 2005-06

**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board adopted its priority projects for Fiscal Years 2002/03 and 2003/04 consistent with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year work plan. Subsequently, staff identified the fund sources and budget allocated for each of these projects/programs and on November 13, 2002 the STA Board amended and updated its list of Priority Projects. The current STA Overall Work Plan for FY 2003-04 and FY 2004-05 includes a list of 43 priority projects. Of the 43 projects, 38 were funded as of June 2004. With the recent approval by the STA Board of a STP/CMAQ fund swap, two additional priority projects have been funded for FY 2005-06 (Rio Vista Bridge Relocation Study and the SR 113 MIS). Six projects were targeted for funding in FY 2003-04 and one project remained unfunded.

In follow up to the STA Board's approval of the FY 2004-05 and FY 2005-06 budget in July 2004, staff reviewed and updated all of the priority projects contained in the STA's Overall Work Plan (OWP). This topic was presented in a workshop styled format at the STA Board meeting of September 8th to provide members of the STA Board with the opportunity to query staff, discuss various projects and set priorities

**Discussion:**

Attached for review, discussion and input by the Transit Consortium and STA TAC is the STA's draft Overall Work Plan for FY 2004/05 and 2005/06. This current list includes 38 of the previous 43 items on the list of STA Board adopted priority projects. Three recently completed studies (the I-80/I-680/I-780 Major Investment and Corridor Study, the I-80/I-680/I-780 Transit Corridor Study, and the Senior/Disabled Transit Study) have been deleted or modified to reflect the updated status of the project studies. An additional task has been added as a follow up to the completion of the Comprehensive Transportation Plan update (Funding the CTP). One new task has been added at the request of the City of Vallejo (Conducting a SR 29 Corridor Study).

Following discussion and approval on the updated Overall Work Plan by the STA Board, staff will evaluate the fund sources and resources available to the STA and develop a comprehensive plan to fund the STA Board's priority projects over the next two years. This funding of the Overall Work Plan will be agendized as part of the STA's mid-year budget update scheduled for January or February 2005.

**Recommendation:**

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

Attachment:

- A. STA's Draft Overall Work Program (Priority Projects) for FY 2004-05 and FY 2005-06  
(Under separate cover)



DATE: September 19, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Funding the Arterials, Highways and Freeways Element of the CTP

**Background:**

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

The CTP has three primary elements categorized by transportation mode: the Arterials, Highways and Freeways Element, the Transit Element and the Alternative Modes Element. The completion of the studies and plans cited above has provided more comprehensive and current project costs for each of the three elements. Based upon current 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 largest funding shortfall \$2.9B of the \$3.4B (85%), is in the Arterials, Highways, and Freeways Element of the CTP.

Traditionally, four sources of funding have primarily been available for funding the types of projects identified in the Arterials, Highways, and Freeways Element of the CTP. These four fund sources are:

- Federal earmarks
- Federal Surface Transportation Program (STP)
- State Transportation Improvement Program (STIP)
  - Regional Transportation Improvement Program (RTIP)
  - Interregional Transportation Improvement Program (ITIP)
  - State Highway Operations and Protection Program (SHOPP)
- Local (including funds from Gas Tax, Transportation Development Act (TDA), local impact fees and General Fund)

In the past few years, four additional fund sources have been approved that provide funding for some specific projects identified in the Arterials, Highways, and Freeways Element of the CTP. These sources are:

- Traffic Congestion Relief Program (TCRP) – provides funding for the environmental work for the I-80/I-680/SR 12 Interchange, North Connector and Jameson Canyon projects; however, this is was a once time only fund source and no additional allocations from this program are anticipated.
- Proposition 42 – provides funding for local streets and roads maintenance and rehabilitation; however, these funds have been suspended by the state legislature for FY 2003-04 and FY 2004-05, my be suspended in future years, and are uncertain to be available to local jurisdictions for streets and roads until FY 2008-09.
- Regional Measure 2 (RM 2) – provides \$100 million for the I-80/I-680/SR 12 Interchange project, including the North Connector project.
- Local Streets and Roads Shortfall Program in the 2005 Regional Transportation Plan – estimated to provide \$43.6 million to Solano County over 25 years for the maintenance of (primarily) streets and roads on the Metropolitan Transportation System (MTS).

However, the revenues received and/or anticipated from the above four fund sources are already included in the estimated \$1.3 billion in transportation revenue over the next 25 years and DO NOT offset any of the projected \$2.9 billion shortfall for the Arterials, Highways, and Freeways Element of the CTP.

### **Discussion:**

Programs that have traditionally provided recent significant amounts of transportation funding to Solano County have been affected by actions of the Governor and State Legislature and the expansion of Regional Programs by the Metropolitan Transportation Commission. Additionally, the expiration of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the inaction by Congress to provide a new transportation bill has jeopardized the short term availability of federal funding. The following information identifies known impacts and potential impacts of actions by the State, MTC and the Congress.

### **FEDERAL EARMARKS**

In 1998, the STA received two federal earmarks for the Jepson Parkway and, in recent years, the STA has landed federal appropriations earmarks for the Vallejo Station and the Fairfield/Vacaville Rail Station. The I-80/680/SR 12 Interchange project and Jepson Parkway have been slated to receive earmarks (\$21 million and \$2 million, respectively) as part of the House version of the Federal Transportation Reauthorization bill currently in Congress. Due to the differences between the House, the Senate and the Administration for funding levels for the Federal Transportation Reauthorization bill, the proposed earmarks for the Interchange and Jepson Parkway are not certain. Additionally, our Congressional Representatives have indicated that future earmarks may be difficult to obtain without a significant commitment of non-federal, local funds to individual projects seeking federal earmarks.

### **FEDERAL SURFACE TRANSPORTATION PROGRAM (STP)**

Since 1998, the STA has programmed federal STP and Congestion Mitigation and Air Quality Improvement 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, streets and roads maintenance, local safety projects, and bicycle projects. Only STP funds were authorized for roadway projects while both STP and CMAQ funds were authorized for use on non-highway transportation projects. Both STP and CMAQ funds were provided to Solano County through the STA with general guidelines for use; however, STA was provided broad flexibility in programming the funds to projects that met the MTC guidelines. As part of the 2005 Regional Transportation Plan (called Transportation 2030 or T-2030), MTC committed virtually all of the STP and CMAQ funds anticipated to come to the Bay Area over the next 25 years to fund regional programs. Although, Solano County agencies are proposed to receive approximately \$43.6 million of STP funds for maintaining local streets and roads through the Regional Local Streets and Roads Shortfall Program, these funds are restricted to local roadway rehabilitation and cannot be used for other projects. T-2030 provides no flexible STP funds to Solano County for other projects in the Arterials, Highways, and Freeways Element of the CTP.

#### STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Historically, Solano County received an average of \$10 million per year from the STIP as its county share of the RTIP. These funds were used for a variety of projects including SR 37, the Jepson Parkway, I-80/I-680, intermodal stations and local road rehabilitation. Due to the state budget problems, Solano County received no new funds in the 2004 STIP. The 2004 STIP was primarily a reprogramming of projects remaining in the 2002 STIP. Additionally, ITIP funds that have been dedicated in the past to such projects as SR 37, Jameson Canyon, I-80/I-680, and Interstate projects have also been seriously curtailed and the SHOPP program is proceeding at about one third of previous levels. The future availability of STIP funds (RTIP, ITIP and SHOPP) is dependent on the state budget and federal funding; however, levels of funding significantly exceeding the historical amounts for any of these programs does not appear likely.

#### LOCAL FUNDS

Local funds used for typical projects in the Arterials, Highways, and Freeways Element of the CTP have historically been gas tax, TDA (funds not needed for transit), local impact fees and general fund revenues. In addition, 40% of Proposition 42 is targeted to go to local streets and roads, but it has been diverted the last two years to the State Legislature. Due to the state budget problems and its ripple effect upon local budgets and the economy, these traditional sources of revenues for roadway-related 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 and large, 100% locally funded projects (e.g., local Interstate interchanges) may need to be curtailed or eliminated.

#### NEXT STEPS

The updated CTP will identify a number of critical transportation improvements from the Arterials, Highways, and Freeways Element ranging from maintenance of local streets and roads to highways improvements to highway expansions. 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, but will provide no funding for major corridor projects. Solano County's priorities for future federal and state funding, such as the I-80/I-680/SR 12 Interchange, will require long term commitments of RTIP funds by the STA in order to leverage large amounts of ITIP funds and to show a solid local commitment in order to compete for federal earmarks. The dedication of RTIP funds to one or two specific projects (e.g., the I-80/I-680/SR 12 Interchange, Jepson Parkway, and SR 12 Jameson Canyon) will preclude these funds from being available for other projects in the county and may be able to fund only portions of these projects. Over 25 years, STIP funds that will be available to Solano County (at historical levels) amounts to only \$250 million, about one third of the estimated costs to rebuild the I-80/I-680/SR 12 Interchange.

In order to facilitate and accelerate the implementation of high priority projects in the Arterials, Highways, and Freeways Element of the CTP, the STA Board, with assistance from the TAC, Transit Consortium and pertinent advisory committees, 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. 2004 STIP for Solano County (Approved by STA Board on April 14, 2004)
- B. Arterials, Highways, and Freeways Element Shortfall from the Draft CTP Update
- C. Mid-Term and Long-Term Projects from the I-80/I-680/I-780 Major Investment and Corridor Study
- D. CTP Eligible Fund Sources



DATE: September 17, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: State Transportation Funding Update

**Background:**

The State of California has faced significant budget challenges since FY 2001-02, although the full magnitude of the problems did not surface until late 2002. The efforts to deal with the budget deficit, reported to be as much as \$38B from FY 2002-03 through FY 2004-05, have had a negative impact on transportation funding throughout California. Solano County has been impacted by deferred funding and project delays and may face more significant impacts in the future. Solano County has lost approximately \$78 million in state transportation funds since FY 2000-01 (see Attachment A).

In December 2002, the California Transportation Commission (CTC) started limiting new allocations of programmed funds in the State Transportation Improvement Program (STIP). The last significant STIP allocations were made by the CTC in May 2003. The I-80/I-680 Auxiliary Lanes project, currently under construction with an estimated December 2004 completion date, was one of the last projects to receive an allocation.

The 2004 STIP, adopted in August, was based upon a STIP Fund Estimate that assumed certain revenues would be available for transportation funding over the next five years. Because of the uncertainty of several of these revenue sources, the CTC has further delayed new STIP allocations until December 2004 at the earliest.

New STIP allocations by the CTC will depend on one or more of the following:

- The federal ethanol issue is resolved favorably for California. The per gallon federal gasoline tax is significantly less for ethanol-based gasoline than for non-ethanol gasoline. The conversion of California gasoline from the MBTE additive to gasohol to help combat air pollution will result in significantly less federal gas tax revenues (approximately \$2 billion over 5 years) returning to California unless Congress changes the gasohol-based gasoline tax.
- The federal reauthorization bill is passed at a higher level than currently proposed by the President and the U.S. House of Representatives. The prospect for a new reauthorization bill passing Congress in 2004 is unlikely (see Attachment B).

- Propositions 68 and 70 are defeated by California Voters in November 2004 and the \$1.2 billion in new tribal gaming compact revenues negotiated by the governor will be provided for transportation as payments for past loans.

**Discussion:**

In order to keep Bay Area projects moving forward in the absence of STIP allocations, the Metropolitan Transportation Commission (MTC) has implemented three aggressive programs to provide funding for critical projects.

**STIP Backfill**

MTC dedicated \$62 million in Regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to existing STIP and Traffic Congestion Relief Program (TCRP) projects to keep them on schedule. In Solano County, the I-80/Leisure Town Road Interchange and Overcrossing project in Vacaville received \$4.65 million in STP funds, allowing this project to proceed to construction this year.

**GARVEEs (Grant Anticipation Revenue Vehicles)**

Several projects in the Bay Area are proceeding by using GARVEE bonds. GARVEE bonds are tax-exempt bonds that can be issued by a state and are backed by the state's future federal transportation appropriations. Although the state must pay interest on the bonds, this funding procedure allows projects to move forward at present-day costs, saving money over a period of years if construction inflation costs exceed the interest costs. No Solano County projects have been identified for GARVEE funding; however, many projects identified in the I-80/I-680/I-780 Major Investment and Corridor Study are potential candidates for GARVEE funding.

**AB 3090 Reimbursements**

Some counties have been able to keep projects moving by "fronting" local funds for the projects with reimbursements from the State Highway Account at a later date. AB 3090 reimbursements may be several years in the future, but are a priority in the year programmed.

In addition to the previous strategies for keeping projects moving forward, projects funded with federal Transportation Enhancement (TE) funds and previously allocated TCRP projects have also continued to receive allocations and reimbursements. Both the I-80/I-680/SR 12 Interchange PA/ED and the North Connector PA/ED are fully funded through the TCRP and continue to make progress.

While transportation funding is still extremely inadequate to meet the needs of California, some limited construction projects are underway. The CTC will decide in December whether to proceed with any FY 2004-05 STIP allocations and how the assumptions for the 2004 STIP Fund Estimate may need to be revised.

**Recommendation:**

Informational.

Attachments

- A. MTC Memorandum, September 20, 2004, Update on the State Transportation Shortfall
- B. Ferguson Group Memorandum, September 16, 2004, Transportation Reauthorization & FY 2005 Transportation Appropriations - Update



DATE: September 17, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Federal "First Cycle" STP/CMAQ/TE Obligation Status

**Background:**

The Bay Area receives federal transportation revenues through the Transportation Authorization Acts, typically six-year funding bills that identify how much federal transportation funding will be available to each state. Funds are provided to the Metropolitan Planning Organizations (MPO's) for projects and programs within their region. The three primary federal funding programs are the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Transportation Enhancement Program (TE).

The Metropolitan Transportation Commission (MTC), as the MPO for the Bay Area, has historically separated the funding into "cycles" for each of the Transportation Authorization Acts (ISTEA and TEA-21). The federal funds are used to fund both regional and local county projects and programs.

Although the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) expired on September 30, 2003 and Congress has failed to pass a TEA-21 reauthorization bill, the state and MTC continue to receive federal revenues through extensions of TEA-21 and annual appropriations; therefore, MTC provides federal funds to regional and local county projects and programs as if the "First Cycle" of the TEA-21 reauthorization was enacted.

**Discussion:**

Attachment A lists all STP/CMAQ/TE projects in the Bay Area and the obligation status for each project. All projects for Solano County agencies are marked with a "•" for easy identification. Projects identified with "Oblig" have received their federal authorizations.

For projects not obligated and for future STP/CMAQ/TE projects, project sponsors must secure federal authorization before proceeding with the project. Reimbursements will not be made for costs incurred prior to federal authorization. Attachment B is MTC's Regional Project Delivery Policy for federally funded projects and lists specific timelines that must be met in order to receive federal authorization to obligate federal funds.

**Recommendation:**

Informational.

Attachment

- A. Projects with Federal STP/CMAQ/TEA Funds (August 1, 2004)



DATE: September 17, 2004  
 TO: STA TAC  
 FROM: Mike Duncan, Director for Projects  
 RE: Local Streets and Roads Funding

**Background:**

The Bay Area Partnership established a task force in Fall 2002 to develop a methodology to identify the actual capital shortfall for both local streets and roads and transit for the Bay Area. As a result of the work of the Task Force, the MTC Pavement Management Program section established a committee of Public Works Directors and other Public Works personnel to help them 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. A subcommittee of the TAC developed the input for Solano County that helped MTC determine reasonably accurate estimates of pavement and non-pavement needs and the expected revenues over the next 25 years that may be reasonably available to meet these needs. MTC used the information gathered from the nine counties to identify the projected revenue shortfall for streets and roads over the next 25 years.

The following table lists the estimated needs, revenue and funding shortfall for each of the Solano County agencies:

	<b>Total Need</b>	<b>Estimated Total Revenue</b>	Shortfall
Benicia	59,016,948	21,261,870	37,755,078
Dixon	43,765,919	9,770,114	33,995,805
Fairfield	150,490,015	106,449,717	44,040,298
Rio Vista	26,608,800	4,003,774	22,605,026
Suisun	76,219,366	9,190,451	67,028,915
Vacaville	116,928,379	47,754,386	69,173,993
Vallejo	286,527,451	36,508,941	250,018,510
County	202,946,334	132,817,353	70,128,981
	962,503,212	367,756,606	<b>594,746,606</b>

The information developed by MTC and the Local Streets and Roads Committee helped define the magnitude of the local streets and roads shortfall. The Directors of the

Congestion Management Agencies (CMAs) used this data to 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. MTC adopted the CMA proposal to dedicate \$990.5 million for local streets and roads in T-2030.

On April 28, 2004, the MTC Commission approved dedicating approximately \$58 million of Second Cycle Surface Transportation Program (STP) funds for local streets and roads shortfall projects throughout the nine counties in the Bay Area. The Solano County share of the \$58 million is as follows:

FY 2005-06	\$ 943,000
FY 2006-07	<u>\$ 944,000</u>
	\$1,887,000

On May 6, 2004, MTC issued a “Call for Projects” to all Congestion Management Agencies (CMAs) for projects to be funded with Second Cycle STP funds. On August 31, 2004, STA staff submitted the list of proposed streets and roads for Solano County agencies to MTC for their review (see attachment A).

**Discussion:**

By December 1, 2004, each agency must submit a Resolution of Local Support and Opinion of Legal Counsel to MTC for their individual project in the Local Streets and Roads Shortfall Program in accordance with the MTC program guidance provided to the TAC in June. Although funds are not available until FY 2005-06, funds must be obligated in the year programmed.

The STP funds projected for Solano County in T-2030 will provide approximately \$24,000,000 of the nearly \$600 million projected shortfall over the next 25 years. Other traditional revenue sources for streets and roads (gas tax) and proposed revenue sources (Proposition 42 funds) are already considered in the “Estimated Total Revenue” shown above; therefore, the estimated shortfall for Solano County is approximately \$570,000,000 over the next 25 years. Other counties in the Bay Area are also projecting significant funding shortfalls for local streets and roads.

The MTC Pavement Management Program section is working to further identify the true pavement and non-pavement needs throughout the Bay Area in an effort to provide justification for additional funding for local streets and roads. In the near future, MTC will be requesting pavement and revenue data from each of the 109 Bay Area agencies. This data will be used to update the information prepared in 2002 that formed the basis of the justification for the seven-fold increase in streets and roads funding between the 2001 RTP and T-2030.

**Recommendation:**

Informational.

Attachments

- A. Local Streets and Roads Shortfall Program for Solano County



DATE: September 20, 2004  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: MTC's Regional Bicycle/Pedestrian Program

**Background:**

The Metropolitan Transportation Commission (MTC) created the Bay Area's first Regional Bicycle Plan (RBP) as part of the 2001 Regional Transportation Plan (RTP) without funds dedicated for the plan's implementation. The RBP contains a list of regionally significant bicycle projects that make up the Bay Area's Proposed Regional Bikeway System. In December 2003, MTC created the Regional Bicycle/ Pedestrian Program by committing \$200 million over a 25-year period to fund construction of the Proposed Regional Bikeway System and pedestrian safety and enhancement projects as part of the new RTP, called Transportation 2030.

A total of \$32 million will be available for programming regional bicycle and pedestrian projects over the next four fiscal years (FY 2005/06 through FY 2008/09). These funds are divided into two programs: 75% of the funds (\$24 million) are available for the County Portion with the remaining 25% (\$8 million) available for the Regional Portion. The County Bicycle/ Pedestrian Program is population based and will be administered by the Congestion Management Agencies (CMAs). Solano County has approximately 6% of the Bay Areas population and is expected to receive approximately \$1.4 million of the County Program over then next four year period. The Regional Bicycle/Pedestrian Program is discretionary and will be administered by MTC. Over a 12-year period, each county is guaranteed 100% of its county share of Regional and County Program funds (see attached MTC Reso. No. 3644 for additional information).

Only bicycle projects that are identified in the RBP will be eligible for this program. The current Proposed Regional Bicycle System map is attached for your reference. Furthermore, at least 25% of the Regional and County Portions must be spent on projects that primarily benefit pedestrians.

**Discussion:**

MTC developed the following four-year implementation schedule for the Regional Bicycle/ Pedestrian Program:

<b>Regional Bicycle/ Pedestrian Program Funding Levels FY 05/06 – FY 08/09</b>		
	<b>Funds Available</b>	<b>Years Available</b>
Regional Portion (25%)	\$8,000,000	FY 05/06, 06/07
County Portion (75%)	\$24,000,000	FY 07/08, 08/09
<i>Total 4-Year Funding</i>	<i>\$32,000,000</i>	
<hr/>		
<b>County Bicycle/ Pedestrian Program Funds Available to STA Member Agencies in 1st Cycle</b>	<b>\$1,395,835</b>	<b>FY 07/08, 08/09</b>

MTC proposes to have a call for projects for the Regional and County Program funds by the end of September 2004 with an application deadline scheduled tentatively for early January 2005. MTC also requests to have a list of potential projects for the County Program submitted by the January 2005 deadline.

*Bicycle Projects*

The Solano Countywide Bicycle Plan currently identifies the top four priority bicycle projects for the next five years:

<u>Project</u>	<u>Jurisdiction</u>
▪ Solano Bikeway Extension/ McGary Road	City of Fairfield
▪ State Park Road/ I-780 over crossing	City of Benicia
▪ Central County Bike Route (SR12) Gap Closure Project	City of Suisun City
▪ Jepson Parkway Bike Route	Multi-jurisdictional (Cities of Fairfield, Suisun City, Vacaville, and the County of Solano)

All four projects are part of the Regional Bicycle Network and would qualify for both Regional and County Program funds. STA staff and the Bicycle Advisory Committee (BAC) will encourage the above jurisdictions to submit applications for the identified priority projects for the Regional Program and/or a notice of intent to apply for the County Program.

*Pedestrian Projects*

Pedestrian projects that provide access to and within regional activity centers or provide access to regional transit or lifeline transit will be eligible for Regional Pedestrian funding. The STA has developed a Countywide Pedestrian Plan and, with support from the TAC, is recommending final approval by the STA Board at their October 13, 2004 meeting. The plan highlights projects that potentially could be funded through this program.

As part of the application submittals for both the Regional and County Bicycle/ Pedestrian Programs, Solano County applicants may be required to have their projects reviewed by the Solano Transportation Authority's BAC for bicycle related projects and the Pedestrian Advisory Committee (PAC) for pedestrian related projects. To facilitate this process, STA

staff, the BAC and the PAC will review all potential project submittals in November and/or December 2004.

**Recommendation:**

Informational

Attachment:

- A. MTC Resolution No. 3644
- B. MTC Proposed Regional Bikeway System



DATE: September 20, 2004  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: TLC Planning Grants

**Background:**

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

On September 8, 2004, the STA Board adopted new Solano Countywide Transportation for Livable Communities TLC Program Guidelines to assist in the administration of the Countywide TLC planning and capital grants (see Attachment A for more information on the overall program). Based on a recommendation of the TAC, the final TLC Guidelines included a provision to increase the maximum available funds up to \$50,000 for an individual TLC planning grant over a two-year period.

The TAC is also reviewing the TLC Plan, which lists various TLC candidate projects for future cycles of the Countywide TLC program (see TAC Agenda item VI. B for more information on the TLC Plan). This TLC Plan will be used as a guide to prioritize funding for future cycles of TLC planning and capital projects.

Since 1998, several STA member agencies have successfully received TLC planning grants from MTC for the following projects:

<b><u>Sponsor</u></b>	<b><u>Project</u></b>	<b><u>Amount</u></b>
STA	Jepson Parkway Concept Plan	\$35,000
City of Rio Vista	Waterfront Plan	\$15,000
City of Vallejo	Sereno Bus Transit Center/ Affordable Housing Plan	\$40,000
City of Fairfield	West Texas Street	\$25,000
Solano Co./ Fairfield	Old Town Cordelia Plan	<u>\$50,000</u>
<b>Total</b>		<b><u>\$165,000</u></b>

All of these TLC planning grants were augmented by at least 20% or more of local funds.

Paul Wiese, Solano County, has been invited to make a brief presentation on the process and results achieved in one of the most recent TLC planning grants completed this past year, the Old Town Cordelia Plan.

As a result of the new Transportation for Livable Communities Plan, member agencies have identified the following TLC candidate projects that will need TLC planning funds in the next few years to help get them ready for future TLC capital grants:

<b><u>Sponsor</u></b>	<b><u>TLC Planning Grant Candidate Projects</u></b>
City of Benicia	Intermodal Train Station
City of Fairfield	West Texas Street Urban Village Project
City of Fairfield	Fairfield-Vacaville Train Station Urban Center
City of Fairfield/ Solano Co./Suisun City	Union – Main St. Streetscape and Pedestrian Enhancements
STA/City of Fairfield/ Solano County	North Connector
City of Rio Vista	Highway 12 Corridor Improvements
City of Rio Vista	Waterfront Improvements
City of Vallejo	Sonoma Boulevard/SR 29 TLC Corridor Plan

All of these potential planning grants are in the early stages of conceptual development and generally include one or more of the following components:

- Public facilitation between property owners and surrounding residents
- Conceptual plans and illustrations that help develop public consensus on future uses that support multi-modal TLC corridors or downtown areas
- Specific area plan to identify appropriate housing types, retail and mixed use concepts (i.e. developing a master site plan or a special planning area)
- Transportation projects that will encourage increased use of bus, rail, ridesharing, transit, bicycle and pedestrian modes, particularly along the major travel corridors in Solano County such as I-80, I-680, I-780, SR 37, and SR 12

Requests for TLC Regional planning grants were recently submitted to MTC for three of the projects listed above (Benicia Intermodal Train Station, Fairfield’s West Texas Street Urban Village Project and Rio Vista’s Waterfront Improvements). However, no decision has yet been made on which projects may be funded this year.

STA staff is currently reviewing the remaining balances from the 2003-04 TLC budget and future potential funds that could be made available for TLC planning grants through June 30, 2006. Staff’s goal is to try and budget approximately \$150,000 to \$200,000 to fund an initial round of planning grants (funded in part by the STA’s 2004-05 budget as well as from the proposed 2005-06 STA budget), utilizing existing and future year T-Plus funds as well as other federal funds such as the recently approved STIP/CMAQ swap. Staff recommends that these funds be used to create visioning documents or conceptual plans that will help develop future TLC candidate projects, that are currently in the early

stages of development, into more defined projects that are ready to secure programming approvals and receive TLC capital funds. Because of the limited funds available for TLC planning grants (primarily T-Plus funds and STP-Planning funds), staff recommends the use of construction-oriented funds (i.e., STP, CMAQ, enhancements and STIP) to pay for the more technical documents (e.g., environmental documents, preliminary engineering and working drawings) rather than using these TLC planning funds.

Staff has also presented this program to the Planning Director's group and they indicated support for an increased amount of TLC planning funds because of the limited local funds available for these purposes.

Once TLC planning funds are identified and approved by the STA Board, will call for projects with the goal of trying to assist in funding a portion of the planning projects identified above. STA staff would like to request each of the member agency staff keep STA staff updated as they develop a scope of work and identify a work product for their TLC projects

At the October TAC and Planning Director's group, staff plans to bring back a recommended budget and recommend a process for reviewing and awarding these planning funds. As part of the application process, each member agency requesting these funds will be requested to commit to initiating the planning process no later than early 2005 with full plan completion by June 2006.

**Recommendation:**  
Informational