



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE
AGENDA**

Members:

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

**1:30 p.m., Wednesday, August 31, 2005
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA**

STAFF PERSON

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF**
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:40 – 1:45 p.m.)
 - A. Minutes of the TAC Meeting of June 29, 2005 – Pg. 1**
Recommendation: Approve minutes of June 29, 2005.
 - B. STA Board Meeting Highlights – July 13, 2005 - Pg. 9**
Informational
 - C. STA Meeting Schedule Update - Pg. 13**
Informational
 - D. Funding Opportunities Summary - Pg. 15**
Informational
 - E. Bay Area Commute Profile Study - Pg. 21**
Informational

Daryl Halls, Chair

Johanna Masiclat

Johanna Masiclat

Johanna Masiclat

Sam Shelton

Elizabeth Richards

- F. SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update – Pg. 51** Elizabeth Richards
Recommendation:
Recommend to the STA Board to:
1. *Review and approve the mid-year Transit Consortium Work Plan Status Update.*
 2. *Add additional task to Consortium Work Plan: Initiate Solano Paratransit Assessment Study.*
- G. Route 30 Performance Update - Pg. 59** Elizabeth Richards
Recommendation:
Receive and file.
- H. Federal Legislative Update – August 2005 – Pg. 63** Jayne Bauer
Informational
- I. Fall Campaign – Great Race for Clean Air – Pg. 65** Anna McLaughlin
Informational

VI. ACTION ITEMS

- A. SAFETEA Third Cycle STP/CMAQ Funding Policies** Daryl Halls
Recommendation:
Forward a recommendation to the STA Board to request MTC dedicate additional Third Cycle SAFETEA STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities.
 (1:45 – 1:55 p.m.) – Pg.
- B. Bay Area Partnership Board Membership** Daryl Halls
Recommendation:
Forward a recommendation to the Board pursuant to the following Bay Area Partnership Board memberships:
1. *Support the Bay Area Partnership Board membership request for specified Solano County Transit Operators as recommended by the Transit Consortium.*
 2. *Support adding to the Bay Area Partnership Board a public works director representing the public works directors for the County of Solano.*
- (1:55 – 2:05 p.m.) – Pg. 71

C. MTC's Continuation of the PTAP Program

Jennifer Tongson

Recommendations:

1. *Recommend the STA TAC send a letter to MTC supporting the continuation of PTAP as a regional program.*
 2. *Recommend to the STA Board to send a letter to MTC supporting the continuation of PTAP as a regional program.*
- (2:05 – 2:15 p.m.) – Pg. 83

D. 2006 STIP Programming

Jennifer Tongson

Recommendation:

Recommend the following to the STA Board:

1. *Approve the fund strategy to replace the \$2 million in STIP funds for specified local streets and road projects with \$2 million in SAFETEA Cycle 3 funds for the same specified local streets and roads projects; and*
 2. *Review and comment on the updated STIP funding program (to be provided under separate cover).*
- (2:15 – 2:25 p.m.) – Pg. 87

E. State Legislative Update – August 2005

Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to adopt a Watch position on the following:

1. *SB 658 (Kuehl)*
 2. *SB 680 (Simitian)*
 3. *AB 1208 (Yee)*
 4. *AB 1623 (Klehs)*
- (2:25 – 2:35 p.m.) – Pg. 91

F. Amendment of State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07

Elizabeth Richards

Recommendation:

Recommend to the STA Board to approve an amendment to the FY 2005-06 STAF project list on Attachment C and the preliminary FY 2006-07 STAF project list on Attachment D.

(2:35 – 2:45 p.m.) – Pg. 99

VII. INFORMATION ITEMS

A. Project Study Report Overview

Informational

(2:45 – 2:50 p.m.) – Pg. 107

Daryl Halls
Jennifer Tongson

- B. I-80/I-680 Interchange and North Connector Project Update**
Informational
(2:50 – 2:55 p.m.) – Pg. 113 Dale Dennis
- C. Update of Small UZA Payback Plan**
Informational
(2:55 – 3:00 p.m.) – Pg. 115 Elizabeth Richards
- D. Status of SR 12 Transit Corridor Study**
Informational
(3:00 – 3:05 p.m.) – Pg. 117 Dan Christians
- E. Status of Pedestrian Priority Projects**
Informational
(3:05 – 3:10 p.m.) – Pg. 123 Robert Guerrero

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee will be at
1:30 p.m. on Wednesday, September 28, 2005.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting
June 29, 2005

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

TAC Members Present:	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Charlie Beck	City of Fairfield
	Brent Salmi	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:	Mike Duncan	City of Fairfield
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Birgitta Corsello	County of Solano
	Chris Else	Caltrans
	Lorena Wong	Caltrans
	Daryl Halls	STA
	Dan Christians	STA
	Andrew Fremier	STA
	Elizabeth Richards	STA/SNCI
	Anna McLaughlin	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Jennifer Tongson	STA
	Johanna Masielat	STA

II. APPROVAL OF AGENDA

By consensus, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Chris Else and Lorena Wong, Caltrans Landscape, reported and distributed project information regarding the removal of diseased and dead trees in Solano, Napa, and Marin Counties.

MTC: None presented.

STA: Jennifer Tongson provided an update to the following:

- Next PCC Meeting (Friday, July 15)
- 2005-06 STP-Augmentation Funds for Local Streets and Roads
- Programming of Transportation Enhancement (TE) Projects

Robert Guerrero reviewed the eligibility and application process for the RM 2 funded Safe Routes to Transit (SR2T) Program.

Other: Mike Duncan, City of Fairfield, invited other member agencies to participate in a Fairfield effort to conduct a Quiet Zone Study around rail corridors.

V. CONSENT CALENDAR

On a motion by Charlie Beck, and a second by Gary Cullen, the STA TAC approved the Consent Calendar with the exception of the following:

- ❑ **Agenda Item V.A, Minutes of the TAC Meeting of May 25, 2005**
Paul Wiese, County of Solano, abstained from the vote.
- ❑ **Agenda Item V.H, Solano Travel Safety Plan, Phase 1**
This item was pulled for discussion.

Recommendations:

- A. Minutes of the TAC Meeting of May 25, 2005**
- B. STA Board Meeting Highlights of June 8, 2005**
- C. STA Meeting Schedule Update**
- D. Funding Opportunities Summary**
- E. Status of Unmet Transit Needs Process for FY 2005-06**

Recommendation:

Recommend that the STA Board approve the revised responses to MTC's Unmet Transit Needs issues as shown on Attachment A.

- F. Letter of Support for City of Fairfield Request for Safe Routes to Transit Application for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements**

Recommendation:

Forward a recommendation to the STA Board to approve a letter of support for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements for Safe Routes to Transit Application for SR2T funding.

G. Geographic Information Systems (GIS) Agreement with the County of Solano
Recommendation:

Recommend that the STA Board authorize the Executive Director to enter into a Geographic Data Sharing License Agreement with the County of Solano.

H. Solano Travel Safety Plan, Phase 1

Recommendation:

Forward a recommendation to the STA Board to approve the final draft of the Solano Travel Safety Plan.

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

VI. ACTION ITEMS

A. Status of Development of County Transportation Expenditure Plan (CTEP)

Daryl Halls highlighted the development of the CTEP. He recommended the TAC forward a recommendation to the STA Board to reaffirm the Board's support for an allocation of Local Return to Source Funding based on a formula combination of population (66.7%) and center lane miles (33.3%).

Dale Pfeiffer, City of Vacaville, recommended to forward to the STA Board a modification to the sales tax ordinance for Measure A. He cited that the maintenance of effort (MOE) requirement ensures voters that local funds generated through a local sales tax measure would not be used to replace local agencies' financial commitment to maintaining its local streets and roads, but that the MOE benchmark should be for FY 2004-05.

Recommendation:

Forward the following recommendations to the STA Board:

- A. Reaffirm the STA policy for the allocation of future Transportation Sales Tax revenue to member agencies for Local Return to Source projects based on population averaged over the 30-year term of the expenditure plan.
- B. Reaffirm the STA policy for the allocation of future Transportation Sales Tax revenues to member agencies for rehabilitation and maintenance of local streets and roads be based on a formula of 2:1 (66.7% population to 33.3% center lane miles).

On a motion by Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation to modify the sales tax ordinance adding the MOE component for Measure A be benchmarked to FY 2004-05.

B. Support Statewide Planning Agencies Efforts to Secure Additional Planning, Programming and Monitoring (PPM) Funds for Solano Transportation Authority

Andrew Fremier described the statewide effort to develop additional PPM funds for the statewide transportation planning agencies. He cited that the additional funding would allow the STA to directly manage all of the major highway improvement projects currently identified in the STIP, including the I-80/I-680/SR 12 Interchange and Highway 12 Jameson Canyon.

Recommendation:

Recommend that the STA Board authorize the Executive Director to send a letter to MTC, in support of increasing the allocation of statewide PPM for purposes of managing highway, streets and roads projects.

On a motion by Dan Schiada, and a second by Charlie Beck, the STA TAC unanimously approved the recommendation.

C. Draft 2005 Congestion Management Program (CMP)

Dan Christians reviewed the development of the draft CMP. He listed several changes incorporated in the Draft 2005 CMP and tentative meeting dates for the development of the final CMP scheduled for Board approval in early October.

After discussion, the STA TAC agreed to include additional changes submitted by the City of Benicia (from an earlier meeting at the Consortium) and the City of Vallejo.

Recommendation:

Recommend that the STA Board to approve the Draft 2005 Congestion Management Program and forward to MTC for RTP consistency.

On a motion by Paul Wiese, and a second by Janet Koster, the STA TAC unanimously approved the recommendation with the amendment to include additional changes from the City of Benicia and the City of Vallejo.

D. Route 30 Funding Agreement and Performance Update

Elizabeth Richards provided an update to Route 30's performance including ridership increases and improvements to the farebox recovery data. She reviewed the proposed Route 30 agreement between the STA and Fairfield-Suisun Transit (FST) for FY 2005-06 and FY 2007-08 and the funding distribution for FY 2005-06 that has been approved as part of the approval of the TDA matrix.

Elizabeth noted that the STA and FST will work together on cost projections for the Route 30 agreement and bring a recommendation back to the TAC at their next meeting of August 31, 2005.

Recommendations:

Recommend the STA Board authorize the Executive Director to execute the Route 30 funding agreement as shown on Attachment B.

On a motion by Charlie Beck, and a second by Dale Pfeiffer, the STA TAC unanimously approved to table this item until their next meeting of August 31, 2005.

E. Solano Paratransit Funding Agreement and Vehicle Wraps

Elizabeth Richards reviewed the proposed Solano Paratransit agreement between the STA and Fairfield-Suisun Transit (FST) covering the time frame from FY 2005-06 through FY 2007-08 with an option to extend the contract for 2 additional years. She also requested the TAC review and endorse the proposed Solano Paratransit logo, bus wrap, and brochure cover to improve the image and identity of the service.

Based on input, the STA TAC agreed to revise the language for recommendation no. 1 to read as follows:

Recommendation:

Forward the following recommendations to the STA Board:

1. *Authorize the Executive Director to execute the Solano Paratransit service and funding agreement between STA and the City of Fairfield.*
2. Endorse the proposed Solano Paratransit logo, bus wrap, and brochure design.

On a motion by Dale Pfeiffer, and a second by Charlie Beck, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*.

F. Emergency Ride Home Program

Anna McLaughlin reviewed the operating principles and parameters of the draft Solano Transportation Authority Emergency Ride Home Pilot Program. She cited that the program proposes that STA will contract with a taxi and rental car companies to provide transportation to registered employees working in Solano County. She noted that the contract terms would be for three years with the option of two (2) one-year contract renewals.

Recommendation:

Forward to the STA Board a recommendation:

1. Approve the STA's Emergency Ride Home (ERH) Program.
2. Authorize the Executive Director to release a Request for Proposals (RFP) for Taxi and Rental Car Providers for the Emergency Ride Home (ERH) Program in an amount not to exceed \$30,000 for three years.

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

G. SNCI FY 2005-06 Work Program and FY 2004-05 Annual Report

Anna McLaughlin distributed and highlighted selected accomplishments from the STA's SNCI Program's FY 2004-05 Annual Report to be finalized after June 30, 2005. She also reviewed the funding and contract obligations that comprise the SNCI's Work Program (FY 2004-05 and FY 2005-06).

Recommendation:

Forward a recommendation to the STA Board to approve SNCI's FY 2005-06 Work Program.

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

H. Legislative Update – June 2005

Jayne Bauer reviewed two bills currently being watched regarding toll bridge seismic retrofit programs (SB 172 and SB 1024). She cited that the SB 371 would authorize certain state and local transportation entities to use a design-build process for bidding on highway construction projects.

Recommendation:

Forward a recommendation to the STA Board to adopt the following position:

- SB 371 – Support

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

VII. INFORMATION ITEMS

A. Status of SR 12 Transit Corridor Study

Dan Christians provided an update to the development of various plans and local transit studies of the SR 12 Transit Corridor Study.

B. Local Project Monitoring

Jennifer Tongson reviewed the inactive projects lists dated May 31, 2005 and distributed by Caltrans Local Assistance for the past 6 and 12 months. She also cited that STA has played a key role in programming, obligating/allocating, and delivering Federal and State funded projects to completion. She added that STA is in the process of building an in-house project monitoring system that will assist in tracking the progress of all Federal and State funded local projects.

C. 2006 STIP Fund Estimate, Guidelines and Allocation Plans

Andrew Fremier summarized the State Transportation Improvement Program (STIP) projects programmed in FY 2005-06 and the California Transportation Commission's (CTC) two-tiered allocation plan of the 2006 STIP Fund Estimate (FE) Assumptions.

D. Highway Projects Update

- 1. I-80/I-680/SR 12 Interchange**
- 2. North Connector**
- 3. Jepson Parkway**
- 4. Highway 37/29**
- 5. Highway 12 (Jameson Canyon and 12/29 Interchange)**
- 6. Highway 12 Barrier Rail**
- 7. SR 113 (Downtown Dixon)**
- 8. I-80 Median Barrier**
- 9. Removal of Trees throughout the County**

Andrew Fremier provided an update to highway projects in Solano County as listed above.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 4:15 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, August 31, 2005** at 1:30 p.m.



Solano Transportation Authority
BOARD HIGHLIGHTS
July 13, 2005
6:00 p.m.

TO: City Council Members and Members of the Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Acting Clerk of the Board
RE: Summary Actions of the July 13, 2005 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority (STA) at the Board meeting of July 13, 2005. If you have any questions regarding specific items, please give me a call at 424-6075.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

None.

ACTION ITEMS - NON FINANCIAL

A. Solano Travel Safety Plan, Phase 1

Recommendation:

Approve the final Solano Travel Safety Plan – Phase 1.

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

B. Support Statewide Planning Agencies Efforts to Secure Additional Planning, Programming and Monitoring (PPM) Funds for Solano Transportation Authority Recommendation:

Authorize the Executive Director to send a letter to MTC and Solano County State Legislators in support of legislation increasing the allocation of statewide PPM funds for purposes of managing highway, streets and roads projects.

On a motion by Member Vice Chair Augustine, and a second by Member MacMillan, the staff recommendation was unanimously approved as amended.

C. Emergency Ride Home Program

Recommendation:

Approve the following:

1. The STA's Emergency Ride Home (ERH) Program.
2. Authorize the Executive Director to release a Request for Proposals (RFP) for Taxi and Rental Car Providers for the Emergency Ride Home (ERH) Program in an amount not to exceed \$30,000 for three years.

Based on further discussion, the STA Board recommended to amend the program guidelines to limit monthly uses to three times per calendar month instead of two times per calendar month within 100 miles of their Solano County worksite.

On a motion by Member Spring, and a second by Chair Courville, the staff recommendation was approved by a 5 to 3 vote as amended. (Members Augustine, MacMillan, and Woodruff voting no.)

D. SNCI FY 2005-06 Work Program and FY 2004-05 Annual Report

Recommendation:

Approve SNCI's FY 2005-06 Work Program for Solano County.

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

E. Legislative Update – July 2005

Recommendation:

Approve the following position:

- SB 371 – Support

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

F. Draft 2005 Congestion Management Program (CMP)

Recommendation:

Approve the Draft 2005 Congestion Management Program and forward to MTC for RTP consistency.

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

ACTION ITEMS - FINANCIAL

A. Solano Paratransit Funding Agreement and Vehicle Wraps

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute the Solano Paratransit service and funding agreement between STA and the City of Fairfield.
2. The proposed Solano Paratransit logo, bus wrap, and brochure design.

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

CONSENT CALENDAR ITEMS

On a motion by Member MacMillan, and a second by Member Intintoli, the staff recommendations for consent calendar items A through J was approved unanimously.

A. STA Board Minutes of June 8, 2005

Recommendation:

Approve minutes of June 8, 2005.

B. Review Draft TAC Minutes of June 29, 2005

Recommendation:

Receive and file.

C. STA Meeting Schedule Update

Recommendation:

Receive and file.

D. Proposed Compensation Changes for Executive Director

Recommendation:

Approve Amendment No. 6 to Employment Agreement with the Executive Director of the STA.

E. Agreement of Continuation of Services

Recommendation:

Authorize the Executive Director to renew and amend the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for FY 2005-06 for an amount not to exceed \$47,000.

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

Recommendation:

Approve the revised responses to MTC's Unmet Transit Needs issues as shown on Attachment A.

G. Cordelia Community Based Transportation Plan

Recommendation:

Authorize the Executive Director to sign an amendment to the funding agreement between MTC and the STA for the Cordelia Community Based Transportation Plan.

H. Transit Consolidation Study Letter of Support

Recommendation:

Authorize the STA Board Chair to send a letter requesting MTC to provide \$60,000 in matching planning funds for the Solano Transit Consolidation Study.

I. Letter of Support for City of Fairfield Request for Safe Routes to Transit Application for Union Avenue – Main Street Pedestrian/Bicycle Overcrossing Improvements

Recommendation:

Approve a letter of support for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements for Safe Routes to Transit Applications SR2T funding.

J. Geographic Information Systems (GIS) Agreement with the County of Solano

Recommendation:

Authorize the Executive Director to enter into a Geographic Data Sharing License Agreement with the County of Solano.

UPDATE FROM STAFF

A. Caltrans Report

None presented.

B. MTC Report

None presented.

C. STA Report

1. Tony Rice, Shaw/Yoder, Inc. provided an update to the 2005-06 State Budget for transit funding as well as status to several policy bills.
2. Jayne Bauer announced the upcoming 8th Annual Awards Ceremony scheduled on November 9, 2005. She cited that requests for nominations will be mailed in two weeks with a response date of August 26, 2005.

INFORMATIONAL ITEMS: Information was provided for the following items:

A. Status of SR 12 Transit Corridor Study

B. 2006 STIP Fund Estimate, Guidelines and Allocation

C. Highway Projects Update

D. Funding Opportunities Summary

Information was provided for future funding opportunities for the following:

- San Francisco Bay Trail Grant Program
- Safe Routes to Transit (SR2T) Program

The STA Board meeting was adjourned at 7:06 p.m. The next regular meeting of the STA Board is scheduled for **September 14, 2005, 6:00 p.m.** at the Suisun City Hall Council Chambers.



DATE: August 20, 2005
TO: STA TAC
FROM: Johanna Masiolat, Acting Clerk of the Board
RE: STA Meeting Schedule Update

Background:

Attached is the updated STA meeting schedule for the calendar year 2005 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. 2005 STA Meeting Schedule



**STA BOARD
2005 MEETING SCHEDULE**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
September 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
September 16	11:30 a.m.	SR 12 Steering Committee	Solano County Hall of Administration – 6 th Floor	X
September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
October 20	6:00 p.m.	Pedestrian Advisory Committee Meeting	STA Conference Room	X
October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
November 9	6:00 p.m.	STA Board Meeting/STA 8 th Annual Awards	TBD - Dixon	X
November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
December 8	6:00 p.m.	Pedestrian Advisory Committee Meeting	STA Conference Room	Tentative
December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

Updated: 8/23/2005
jm



DATE: August 24, 2005
 TO: STA TAC
 FROM: Sam Shelton, Planning Assistant
 RE: Funding Opportunities Summary

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

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
San Francisco Bay Trail Grant Program	Maureen Gaffney, Bay Trail (510) 464-7909	Open until all funds are allocated
California State Parks, Habitat Conservation Fund	David Smith, Cal DPR, (916) 651-8576	Due October 3, 2005
California State Parks, Recreational Trails Program	David Smith, Cal DPR, (916) 651-8576	Due October 3, 2005
Caltrans Transportation Planning Grant – Environmental Justice / Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	Due October 14, 2005
Caltrans Transportation Planning Grant – Community-Based Transportation Planning	Stuart Mori, Caltrans, (916) 651-8204	Due October 14, 2005
Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning	Garth Hopkins, Caltrans, (916) 654-8175	Due October 14, 2005
Caltrans Transportation Planning Grant – Partnership Planning	Garth Hopkins, Caltrans, (916) 654-8175	Due October 14, 2005
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong Coalition, (303) 449-4893	Due November 28, 2005



FUNDING OPPORTUNITY:

San Francisco Bay Trail Grant Program

The application period is open until all funds are allocated

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the San Francisco Bay Trail 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, counties, special districts, state government agencies, federal government agencies, land trusts, non-profit organizations are eligible to apply.

Program Description: This is a grant program to aid in trail planning and construction projects that complete gaps in the Bay Trail.

Funding Available: \$3,800,000 is available from Proposition 40 to fund projects that complete the Bay Trail. There is no minimum or maximum grant. Previous grants range from \$14,000 to \$500,000.

Eligible Projects: Maximize development of new trail miles by:

- Planning Studies
- Trail Design Work
- Feasibility Studies
- Construction of new Bay Trail Segments and associated amenities (50% match is competitive for construction)

Previously awarded Solano Projects:

- Benicia State Recreation Area Bay Trail (\$100,000)
- Solano Countywide Trails Plan (\$46,000)

* Mitigation projects and permit work are not eligible. Projects funded under this grant must be able to demonstrate that all proposed work will be completed by no later than **June 30, 2007**.

Funding Contact: Maureen Gaffney, Bay Trail, (510) 464-7909

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



FUNDING OPPORTUNITY:

**California State Parks
Habitat Conservation Fund**

Applications due October 3, 2004

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 – Pleasants Valley Encinosa Acquisition \$250,000, FY 04/05
- City of Vacaville – Ulati Creek \$72,000, FY97/98; \$86,000 & \$54,000, FY 96/97
- Wildlife/Interpretive/Educations trails
City of Sacramento – William Land Park Rec Trail \$122,000 FY 04/05

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, sshelton@sta-snci.com



FUNDING OPPORTUNITY:

**California State Parks
Recreational Trails Program**

Applications due October 3, 2004

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the California State Parks' Recreational Trails 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, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands.

Program Description: The Recreational Trails Program 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; (Central County Bikeway Gap Closure, Suisun City, \$160,000, FY 04/05)
- 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, sshelton@sta-snci.com



FUNDING OPPORTUNITY:

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

Applications due October 14, 2005

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: Applicants: Cities, counties, transit districts and Native American Tribal Governments.
Sub-applicants: 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: \$1.5 million from the State Highway Account for 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 development.
- 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 agricultural areas
 - (Le Grand, Circulation Plan - \$68,400, FY 03/04)
- Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development
 - (Monument Corridor Marketing and Outreach Project, Central Contra Costa Transit Authority - \$87,200, FY 05/06)

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

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

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



FUNDING OPPORTUNITY:

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

Applications due October 14, 2005

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: \$1.5 million from the State Highway Account for FY 05/06. Maximum grant amount is \$250,000. A local match equal to 20% 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.

Example FY 05/06 Recipients:

Los Rios Transportation Connections, Sacramento County - \$119,450
Santa Rosa Citywide Creek Master Plan, Sonoma County - \$110,000

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

Program Contact Person: Stuart Mori, Caltrans, stuart_mori@dot.ca.gov (916) 651-8204

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



DATE August 19, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Bay Area Commute Profile Study

Background:

Since 1992, a study of Bay Area commuters has been funded by the Metropolitan Transportation Commission and contracted by RIDES for Bay Area Commuters (RIDES). The Solano Transportation Authority has provided input into the study and uses the study findings. The latest study, Commute Profile 2004 (Attachment A), was not published but has been posted on the MTC's website.

A random sample of residents of each county was contacted between March 9 and May 17, 2004. In each of the nine Bay Area counties, 400 individuals completed a telephone survey. At the regional level, this results in a confidence level of 98% and sampling error rate of 2%. At the County level, the confidence level is 95% with a sampling error rate of 5%.

The Commute Profile provides valuable regional and countywide commuter statistics and comparisons. The annual surveys have been conducted at the same time of year which also allows longitudinal data analysis. Much of the data for Solano County is consistent with previous studies.

This may be the final Commute Profile study contracted by MTC. RIDES is no longer operating. MTC and the new Regional Rideshare Program (RRP) contractor are reviewing future commuter research needs.

Discussion:

The data collected in the most recent Commute Profile ranges from average commute distance, travel mode, to perceptions of changes in travel conditions. In contrast to previous years, the Commute Profile 2004 data was not presented in a County by County format. Some comparisons were made among the counties' characteristics. A summary of Solano information is presented on Attachment B. Highlights are presented below:

- Solano County has the second longest average commute distance at 21 miles.
- Solano County has a higher than average drive alone rate (71%) and the highest car/vanpool rate (22%) in the Bay Area.
- Solano County commuters enjoy the highest average travel speed at 40mph.
- Solano County had the highest percentage of commuters (31%) who stated that commute conditions were worse than the previous year.
- Solano County commuters are some of the most likely to use a carpool lane: of the 27% of Solano commuters who have access to a carpool lane, 37% use the carpool lane.

- At 100%, Solano County residents have the highest level of vehicle availability for commuting in the Bay Area.

Recommendation:

Informational.

Attachments:

- A. Commute Profile 2004 (CP04)
- B. CP04 Solano Highlights

Commute Profile 2004

Regional Report

September 2004

Prepared for:

The Metropolitan Transportation Commission's Regional Rideshare Program

Prepared by:

RIDES for Bay Area Commuters, Inc.

For Further Information Contact:

Steve Beroldo, Research and Evaluation Manager,
sberoldo@rides.org or (510) 273-2063

The preparation of this report has been financed in part by grants from the Federal Highway Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or MTC.

Commute Profile 2004 Regional Report

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Introduction

In the spring of 2004, the Regional Rideshare Program conducted the Bay Area's twelfth *Commute Profile* survey. *Commute Profile* is an annual region-wide telephone survey of commuters. The study is designed as a tool to help the Regional Rideshare Program and others better understand Bay Area commuters and their commute patterns. *Commute Profile* is unique among Bay Area surveys in that it focuses on commuters, their travel behavior and trends that emerge from year to year.

To track commute trends over time, *Commute Profile* has retained a group of core questions. The core questions include:

- Commute Modes
- Commute Distance and Time
- Use of HOV Lanes
- Influence of Employers and Employment Sites on Travel Behavior
- Potential Use of Options to Driving Alone
- Awareness and Use of Commuter Information Services
- Demographic Information

Additional questions are rotated each year depending on current topics of interest to the Metropolitan Transportation Commission (MTC) and other partners who participate in the planning of *Commute Profile*. These rotating blocks of questions add an important element of flexibility to the study. This year's survey included additional "market research" oriented questions, such as sensitivity to costs, logistics of finding carpool partners, commonly used media and ethnicity. It also included an expanded look at the awareness and use of 511 services.

Publication of Findings

Past editions of *Commute Profile* have published all the data and analysis in a single "book" format. Data collected in the *Commute Profile 2004* survey are published in four separate reports:

- Regional Report: this report analyzes a weighted data set representative of the region as a whole. It focuses on commute mode, distance, time, use of carpool lanes and telecommuting, changing commute conditions and the influence of the employment site.
- County Profiles: this report is based on a sample of commuters who live in each of the nine Bay Area counties. Within this report a core set of the data are examined to provide a perspective on how commute patterns vary on a county-by-county basis.
- Awareness and Use of Customer Service Programs: this report looks at awareness and customer use data for incentive programs, 511 services, the freeway service patrol program and the freeway callbox program.

- Customer Profile: this report focuses on identifying potential customers, how to reach them and to which messages they'll most likely listen.

Methodology

The target population for *Commute Profile* is adults over the age of 16 who are employed full-time (30 hours or more) outside the home. Because this is a key customer group for the Regional Rideshare Program's services, *Commute Profile* focuses on them.

The sample size for *Commute Profile* has varied from year to year as a result of budget considerations, but the last six years have been consistent (Table 1). Larger sample sizes allow for more accurate regional data and for data that are more meaningful at the county level.

Table 1
 Commute Profile Historical Summary

Year	Completed Questionnaires	Counties With Full Sample	Direct Costs Budget ¹
1992	1,600	1	\$22,245
1993	2,800	6	\$40,325
1994	3,200	7	\$44,600
1995	1,090	2	\$11,844
1996	3,450	8	\$41,152
1997		no survey	
1998	1,608	2	\$19,000
1999	3,628	9	\$42,000
2000	3,600	9	\$42,670
2001	3,600	9	\$44,740
2002	3,643	9	\$57,530
2003	3,600	9	\$51,883
2004	3,600	9	\$49,688

Between March 9 and May 17, 2004, a market research consultant administered telephone surveys to 3,600 Bay Area residents or 400 for each of the nine counties. Phone numbers were randomly generated, and calls were made in the evenings or on weekends. For the region-wide analysis, a weighted data set is used. The weighting is based on employed residents per county (Table 2). For the county-level analysis, the original data are used to provide the maximum sample size for each county.

¹This is the budget for acquiring the sample, conducting the telephone interviews and delivering a clean data set. It does not include questionnaire design, analysis, report preparation, graphic design or printing.

Table 2
Regional Weighting Factors by County

County	Weighted Factor
Alameda	1.85
Contra Costa	1.21
Marin	0.34
Napa	0.16
San Francisco	1.14
San Mateo	0.97
Santa Clara	2.26
Solano	0.46
Sonoma	0.61
n=400 per county	

Commute Profile data are based on samples and, as with any sample, some of the year-to-year fluctuations are due to normal sampling error. County populations, based on the number of employed residents per county, vary from 68,500 (Napa) to 844,000 (Santa Clara).² The samples of 400 from each county have a normal sampling error of five percent and a confidence level of 95 percent associated with them. The region-wide population of employed residents is estimated to be 3,336,500 according to the 2000 census. The regional sample of 3,600 has a normal sampling error rate of two percent and a confidence level of 98 percent. This means if the survey was conducted 100 times, one would be confident 98 times out of 100, the characteristics of the sample would reflect the characteristics of the population within plus or minus two percent.

In some cases, *Commute Profile* examines sub-samples of the regional or county data sets where the sample sizes are smaller. Each table in *Commute Profile* includes the actual sample size in the format of (n=sample size). The normal sampling error increases as the sample size decreases as is shown in Table 3.

Table 3
Normal Sampling Error Rates

Sample Size (n=)	Sampling Error	Confidence Level
3,600	2%	98%
400	5%	95%
270	6%	95%
200	7%	95%
150	8%	95%
120	9%	95%
100	10%	95%

Commute Mode

To develop a relatively complete view of commuters' travel modes, *Commute Profile* looks at the trip to work in terms of "primary,"

² Estimate of employed residents in 2004 are from the 2000 Census.

"connecting" and "occasional" modes. The "primary" mode of travel is defined as the method used for all or the part of the trip that covers the greatest distance. All respondents were asked if their entire commute trip was made using one mode or if their normal trip to work involved the use of additional or "connecting" modes. Finally, if the number of days per week an individual used their primary mode did not match the number of days per week worked, they were asked what other modes they used on an "occasional" basis.

The percentage of respondents who drive alone as their primary commute mode inched up between 2003 and 2004 from 63 percent to 64 percent, but it is still considerably lower than the 68 percent who were driving alone in 2002 (Table 4). The 64 percent drive-alone rate is the second lowest in the last six years. Other changes in commute mode between 2003 and 2004 were also subtle; BART use is up and both carpooling and telecommuting declined (carpooling by two percent and telecommuting by one percent). BART increased from three percent to five percent between 2002 and 2003. 2004 is the first decline in the percentage of commuters carpooling in some time. Carpool use had been steadily increasing from 14 percent in 1999 to 18 percent in 2003. The percentage of commuters walking to work increased from two percent to three percent between 2002 and 2003; the 2004 data show that higher of level of walking continuing.

Table 4
 Primary Commute Mode

Mode	2004	2003	2002
Drive Alone	64%	63%	68%
Carpool ³	16%	18%	17%
BART	6%	5%	3%
Bus	5%	5%	5%
Walk	3%	3%	2%
Telecommute	1%	2%	1%
Bicycle	1%	1%	1%
Light Rail	1%	1%	<1%
Caltrain	1%	1%	1%
Motorcycle	1%	1%	<1%
Vanpool	<1%	<1%	1%
Ferry	<1%	<1%	<1%
n=	3,607	3,609	3,614

Approximately 13 percent of respondents indicated their normal trip to work involved the use of more than one mode. The most popular connecting modes are driving alone and riding the bus (Table 5). Riding BART, walking, carpooling, bicycling and riding light rail systems are the next most popular group of connecting modes. The results are similar to last year both in terms of the percentage of commuters using connecting modes and

³ Respondents who initially indicated they drive alone, but later indicated they have others in the car with them three to five days per week were reclassified as carpools.

the type of modes used—the seven most commonly used connecting modes are the same this year as last year.

Table 5
Connecting Modes

Mode		Mode	
Drive Alone	4%	Light Rail	1%
Bus	3%	Caltrain	<1%
BART	2%	Motorcycle	<1%
Walk	1%	Ferry	<1%
Carpool	1%	Other	<1%
Bicycle	1%	None	87%
			n=3,607

When primary and connecting modes are combined, a view of the journey to work is provided that gives equal weight to each mode regardless if it is used for the whole trip or just a portion of the trip. For an individual who drives to BART, their trip will show up twice—once in the drive-alone category and once in the BART category. Because one person's trip to work can include multiple modes, the total number of trips represented here is greater than the number of trips represented in the table that shows only primary trips. There are some differences between this combined view and the view of just the primary mode of travel. The percentage of trips made driving alone decreases by about four percentage points (from 64 percent to 60 percent) and the percentage of carpooling drops by one percent (Table 6). The percentage of bus, BART, bicycle, light rail and Caltrain trips increase when primary and connecting modes are combined.

Table 6
Primary and Connecting Modes Combined

Mode		Mode	
Drive Alone	60%	Telecommute	1%
Carpool	15%	Caltrain	1%
Bus	7%	Motorcycle	1%
BART	7%	Vanpool	<1%
Walk	3%	Ferry	<1%
Bicycle	2%	Other	1%
Light Rail	2%		
			n=3,607

An occasional mode is a completely separate mode used on days when commuters do not use their primary travel mode for their trip to work. Approximately seven percent of respondents indicated they use a different method of commuting on an occasional basis. This level is consistent with previous years. Driving alone and telecommuting are the most popular occasional modes (Table 7).

Table 7
Occasional Commute Modes

Mode		Mode	
Drive Alone	2%	Walk or Jog	1%
Telecommute	2%	Light Rail	<1%
Carpool	1%	Caltrain	<1%
Bus	1%	Ferry	<1%
BART	1%	Other	<1%
Bicycle	1%	None	93%
			n=3,607

The primary and connecting modes in Table 8 have been clustered in four groups (drive alone, carpool, transit and other⁴) for easier comparisons. The table shows the types of connecting modes used based on primary mode for the 13 percent of commuters who use a connecting mode. For example, of those commuters whose primary mode is driving alone (first row), 22 percent drive to meet a carpool, 55 percent drive to catch transit and 22 percent drive and then use an "other" mode to complete their journey to work.

Transit users were the most likely to use connecting modes on their normal commute trip (60 percent use a connecting mode), and they are most likely to use multiple transit modes. Drive-alone commuters were the least likely—only four percent use a connecting mode. Nineteen percent of "other" mode users and nine percent of carpoolers use connecting modes. Transit was the most frequently used connecting mode in all four modal categories.

⁴ "Drive Alone" includes motorcycles and taxis; "carpool" includes vanpools; "transit" includes buses, trains and ferryboats; and "other" includes bike, walk and telecommute.

Table 8
Primary Mode by Connecting Mode

Primary Modes	Connecting Modes			
	Drive Alone	Carpool	Transit	Other
Drive Alone 4% of drive-alones use a connecting mode n=79	--	22%	55%	22%
Carpool 9% of carpoolers use a connecting mode n=51	25%	11%	50%	14%
Transit 60% of transit users use a connecting mode n=276	38%	7%	44%	12%
Other 19% of "other" mode users use a connecting mode n=40	40%	4%	44%	12%

Grouping commute modes into clusters makes it easier to view patterns which emerge over time. The biggest change in recent years is the decline in the drive-alone rate (Table 9). The drive-alone rate had been fairly steady prior to 2003 with a gradual upward trend; the drop over the last two years shows a change in the long-term trend. Increases noted last year in transit use and "other" mode were substantiated by continued high levels this year. The decrease in carpool use from 2003 to 2004 runs contrary to the trend of increased carpool use that had been emerging since 1998.

The increase in transit over the last two years appears counter to the trend of generally lower overall ridership on transit reported by operators. However, it is possible that the percentage of commuters using transit can increase while overall ridership decreases. The fact that employment has declined would lower absolute ridership levels, but not necessarily lower the percent of commuters riding transit. For "other" modes, the last two years mark an upward movement of a trend line which has been flat over the previous five years.

Table 9
 Clustered Modes Over Time ⁵

Mode	1993	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004
Drive Alone	65%	66%	62%	64%	71%	67%	68%	69%	69%	64%	65%
Carpool	17%	17%	19%	17%	14%	15%	14%	17%	18%	18%	16%
Transit	12%	12%	12%	13%	11%	14%	14%	10%	10%	12%	13%
Other	7%	5%	7%	6%	3%	4%	5%	4%	4%	7%	6%
n=	2782	3201	400	3450	1200	3669	3608	3616	3614	3609	3607

County Comparisons

There are a number of differences in commute modes between commuters who live in different counties—mostly related to the options that are available. The availability of transit and parking, as well as travel distances, appears to influence commuters' choices. Consistent with previous years, the percentage of commuters driving alone is highest in Napa and Sonoma counties (Table 10). San Francisco commuters are the least likely to drive alone to work; they have the highest transit and the only double-digit "other" mode use. They also have the lowest carpooling rate while Solano residents have the highest carpool rate; Santa Clara has the second highest carpooling rate. Also consistent with previous years, transit use is distinctly lower in Napa, Santa Clara, Solano and Sonoma counties.

Table 10
 Commute Modes by County

County	Drive Alone	Carpool	Transit	Other	n=
Alameda	63%	17%	16%	5%	400
Contra Costa	66%	15%	17%	3%	401
Marin	63%	16%	13%	9%	400
Napa	79%	15%	1%	6%	400
San Francisco	38%	12%	37%	14%	401
San Mateo	68%	18%	9%	5%	402
Santa Clara	75%	17%	4%	4%	400
Solano	71%	22%	4%	4%	400
Sonoma	75%	16%	4%	6%	400
Region	64%	16%	13%	6%	3,607

Commute Distance

Trip distance has remained fairly constant since 1992—varying from a low of 14 miles to a high of 17 miles (Table 11). For the last three years, average trip distance has remained unchanged at 16 miles one-way. Long-distance commutes are often

⁵ It is important to note that sample sizes in 1995 and 1998 (because of budget considerations) were smaller; data from these two years should be viewed with added caution.

sensationalized in the media but data collected here do not support increasing commute distances for most commuters. However, *Commute Profile* does not sample residents from counties beyond the nine core counties. Commuters from counties such as San Joaquin and Stanislaus, who may be making longer trips, are not included in this study. Even if commuters from some of these outlying counties were included in the study, they comprise a small percentage of total commuters and would not dramatically influence results on a regional basis.⁶

Table 11
 Average Regional Commute Distance in Miles (one-way)

1992	1993	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004
16	15	14	15	15	17	17	17	17	16	16	16
1600	2782	3201	400	3188	1171	3572	3608	3615	3614	3,497	3,476

Table 12 provides additional insight into the distances commuters travel to get to work each day. Long-distance commuters (those traveling more than 41 miles each way) are the minority—only seven percent are in this category. At the other extreme, short distance commuters (those traveling five miles or less) comprise the largest group. The flat trend line shown by average commute distances in Table 11 is clearly reflected by the lack of any upward or downward trends in the grouped mileage categories.

Table 12
 Commute Distance Over Time

One-way miles	1996	1998	1999	2000	2001	2002	2003	2004
0 - 5 miles	33%	25%	28%	28%	28%	30%	28%	29%
6 - 10 miles	20%	20%	20%	17%	20%	20%	20%	20%
11 - 20 miles	25%	28%	26%	26%	25%	27%	26%	26%
21 - 40 miles	16%	21%	19%	22%	20%	18%	20%	19%
41 miles +	7%	7%	8%	7%	6%	6%	7%	7%
n=	3,188	1,171	3,572	3,608	3,615	3,614	3,493	3,476

Short-distance commuters are the least likely to drive alone (Table 13) and by far the most likely to participate in "other" modes which include biking and walking. Transit usage is most common among commuters in the 21-40 mile range and short-distance

⁶ For example, about 13,000 San Joaquin and Stanislaus residents commute to Santa Clara and San Mateo counties—common long-distance commutes. This is less than one half of one percent of Bay Area commuters. (Source: 2000 Census, compiled by KnightRidder)

commuters. Carpooling is highest among commuters who travel 6-10 miles each way. Driving alone is slightly more common among mid-distance (11-20 miles), but with the exception of the 0-5 mile range, varies little between range categories. Intuitively, one might expect the longest-distance commuters to be more likely to carpool (because they have the greatest potential benefit), but that is not the case. These long-distance commuters who are driving alone are an excellent target market for carpooling, vanpooling and telecommuting.

Table 13
 Commute Mode by Distance

	Drive Alone	Carpool	Transit	Other
0 - 5 Miles n=987	60%	14%	13%	14%
6 - 10 Miles n=696	68%	20%	9%	3%
11 - 20 Miles n=896	71%	17%	11%	1%
21 - 40 Miles n=683	67%	15%	17%	1%
41 Miles or more n=231	67%	17%	11%	5%
Average miles	17 miles	16 miles	17 miles	8 miles

County Comparisons

Contra Costa and Solano County residents travel the longest distances to work (Table 14). Although the difference is small, this is the first year Contra Costa residents have a longer average commute trip than Solano residents. Over the last five years, Solano residents' commute distance has been declining. The percentage of Solano residents living and working within the county have increased dramatically over the past few years—since 2001 it has increased by almost 30 percent. Contra Costa and Solano commuters travel almost twice the distance of San Francisco commuters. San Francisco and Santa Clara commuters have the shortest trips. In 2003, Napa commute distance appeared to be declining—it seems to have been more of an aberration than a trend as commute distances have moved closer to 2002 levels this year.

Table 14
 Average One-way Commute Miles by County

County	1996	1999	2000	2001	2002	2003	2004
Contra Costa	19	21	22	23	20	22	22
Solano	23	27	27	25	25	23	21
Sonoma	19	21	20	20	19	18	18
Marin	16	17	18	18	17	17	17
Alameda	16	17	17	17	16	16	17
Napa	19	19	20	18	17	14	16
San Mateo	16	15	16	16	15	15	15
Santa Clara	14	14	14	12	14	15	14
San Francisco	9	11	12	13	11	10	12

Commute Time

Respondents were asked to estimate their "door-to-door " travel time to work. In 2002, the trend of increasing travel time to work took a dramatic turn in the other direction—decreasing from 34 to 30 minutes (Table 15). Travel times have mirrored the increases and decreases in economic activity. Economic activity hit its peak in 2000; as the economy started to cool down in 2001, travel times began to decrease and have continued to do so through 2003. In 2004, as job growth has picked-up, the decline in travel times has leveled off and even begun to increase slightly.

Based on the data gathered on distance and time, travel speeds were calculated. Following the same pattern as travel time, travel speeds (which had been increasing in 2002 and 2003) have leveled off and begun to decrease slightly (Table 15). Respondents' perceptions of commute conditions have also followed this same pattern. Supporting this trend, fewer respondents in 2004 indicated their commute had improved and more indicated it was either the same or somewhat worse (Table 27).

Table 15
 Travel Time, Distance and Speed

	1992	1993	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004
Travel Time (minutes)	28	27	27	27	28	32	30	35	34	30	29	30
Trip Distance (miles)	16	15	14	15	15	17	17	17	17	16	16	16
Travel Speed (mph)	35	34	32	34	33	33	33	30	30	32	33	32

Auto-based modes and non-auto modes have considerably different travel characteristics (Table 16). The distance and time characteristics of drive-alone and carpool commuters are very similar. Commuters who drive alone tend to have the fastest travel speeds with carpoolers not far behind. Carpoolers who regularly use carpool lanes on their commute travel longer distances (29 miles each way) at about the same speed as those

driving alone. Transit users travel about the same distance as auto-based commuters but do so at slower average travel speeds. Transit riders travel longer distances than "other" mode commuters but do so at about the same speed.

Table 16
Travel Characteristics by Primary Mode

Mode	Distance	Time	Speed
Drive Alone <i>n=2,318</i>	17 miles	27 minutes	38 mph
Carpool <i>n=577</i>	16 miles	29 minutes	33 mph
Transit <i>n=461</i>	17 miles	47 minutes	22 mph
Other <i>n=194</i>	8 miles	22 minutes	22 mph

County Comparisons

Solano residents have the fastest estimated travel speeds on their daily commutes (Table 17). Napa and Sonoma residents have the next fastest speeds. Commuters who live in San Francisco have the slowest estimated travel speeds. Changes between 2003 and 2004 were minimal—commuters from most counties either maintained the same average speed or changed by one mile per hour. Looking all the way back to 1996 Contra Costa is the only county where commute speeds for residents have not decreased.

Table 17
Estimated Travel Speed (miles per hour) by County

County	1996*	1999	2000	2001	2002	2003	2004	Change 1996-2004
Solano	44	48	37	37	39	41	40	-4
Napa	43	45	38	39	37	37	37	-6
Sonoma	43	41	35	35	36	37	37	-6
San Mateo	37	34	31	30	34	35	36	-1
Contra Costa	35	39	32	33	34	34	35	=
Santa Clara	36	32	29	26	32	35	34	-2
Alameda	35	34	30	28	30	33	33	-2
Marin	31	33	27	28	30	32	30	-1
San Francisco	21	25	20	24	23	21	23	-2

*No survey was done in 1997 and the 1998 survey did not have a sample for each county.

Start Time and Flexibility

Predictably, the highest percentage of respondents starts work between 8 a.m. and 8:59 a.m. (Table 18). More than 80 percent of respondents start work during the morning peak period (6 a.m. to 9:59 a.m.). Since many of the survey calls were made in the evening (some were also made on weekends), people who start work between 4 p.m. and 11:59 p.m. may be underrepresented in this sample. Respondents were also asked about the flexibility of their arrival and departure times (Table 19). Arrival times at

home are somewhat more flexible than arrival times at work. Over 60 percent of commuters indicated they had some flexibility in their arrival times at home or work.

Table 18
 Start Work Time

Start Time	Percent
6:00 – 6:59 am	8%
7:00 – 7:59 am	23%
8:00 – 8:59 am	33%
9:00 – 9:59 am	19%
10:00 am – 3:59 pm	11%
4:00 pm – 11:59 pm	0%
Midnight – 5:59 am	5%
Varies	2%

n=3,607

Table 19
 Flexibility of Arrival Times at Work and Home

	Arrival Time at Work	Arrival Time at Home
Very flexible	24%	25%
Somewhat flexible	34%	39%
Neutral	11%	12%
Inflexible	19%	16%
Very inflexible	12%	8%
n=	3,593	3,592

Carpool Lane Use

Just over 40 percent of respondents have a carpool lane along their route to work. Of those who have a carpool lane along their route to work, about 21 percent use the lane regularly to get to work. This translates to about nine percent of all commuters using a carpool lane; most of them (87 percent) save time by using the lane. The amount of time respondents estimated saving has continued to decline from a high of 23 minutes in 2001 (Table 20). The 15 minutes saved in 2004 was the smallest time-savings estimated since 1995. As noted the last couple years, the decreasing amount of time saved by using the carpool lane may be related to the adjacent mixed-flow lanes being less congested than they were three or four years ago.

Table 20
 Minutes Saved (one-way) by Using Carpool Lane

	1993	1994	1995	1996	1998	1999	2000	2001	2002	2003	2004
Minutes Saved	14	16	14	16	16	16	21	23	16	17	15
n=	na	na	na	na	196	289	190	93	295	275	250

Also consistent with the decrease in time saved this year and the downward trend over the last couple years was a decrease in the percentage of respondents who indicated the carpool lane influenced their decision to carpool or use transit (Table 21). In addition to fewer respondents indicating the carpool lane influenced their decision to carpool or use transit, an increasing percentage of commuters (63 percent) indicated they would continue with their carpool or transit mode even if the carpool lanes did not exist. Evidence here points to carpool lanes be a "less effective" motivator as overall congestion decreases. The percentage of respondents indicating they would no longer carpool or use transit without a carpool lane is at its lowest level.

Table 21
Carpool Lane and Commute Mode Choice

	1999	2000	2001	2002	2003	2004
Did a carpool lane influence your decision to use an HOV mode?						
Yes	60%	60%	69%	51%	51%	47%
No	40%	39%	31%	46%	47%	49%
Not Sure	0%	1%	0%	3%	2%	3%
n=	289	190	118	358	346	305
Would you continue to use an HOV mode without a carpool lane?						
Yes	64%	66%	60%	58%	61%	63%
No	26%	22%	32%	29%	25%	20%
Not sure	9%	12%	8%	13%	15%	17%
n=	289	190	118	358	345	301

County Comparisons

Santa Clara and Marin residents were most likely to report having a carpool lane along their route to work (Table 22). Napa County residents continue to have the lowest level of access to carpool lanes. Of those commuters who have a carpool lane along their route, Solano, Napa and Alameda residents are the most likely to use it. Solano County commuters make the longest trips and many of them travel along the congested Interstate 80 corridor where the carpool lane offers a significant advantage. In three counties (Napa, Contra Costa and Alameda), 90 percent or more of respondents indicated the carpool lane saves them time. Over 80 percent of respondents who used the carpool lanes from all counties indicated they save time by doing so.

The question which elicited the most varied response (when looked at on a county-by-county basis) addressed the influence of the carpool lanes on a respondent's decision to carpool or use transit. Alameda and Contra Costa residents were most heavily influenced by the presence of carpool lanes on their route to work. Santa Clara county residents were the least likely to indicate the carpool lane influenced their choice of travel mode.

Table 22
Carpool Lane Influence by County

	Access To Carpool Lane	Use of Carpool Lane	Save Time	Influence Decision
Alameda	49%	25%	92%	64%
Contra Costa	49%	18%	97%	77%
Marin	54%	20%	88%	59%
Napa	10%	27%	100%	46%
San Francisco	21%	23%	83%	29%
San Mateo	24%	16%	88%	29%
Santa Clara	56%	17%	83%	26%
Solano	27%	37%	82%	55%
Sonoma	31%	20%	83%	40%
n=	3,513	1,251	265	260
Region	42%	21%	87%	49%

Carpool Dynamics

The average carpool size is 2.6 persons (including the driver). If vanpoolers are included in the calculation the average increases to 2.8 persons per vehicle. For vanpools only, the average is nine persons per van. Household members and co-workers are the most common types of participants in carpools (Table 23). Casual carpoolers (i.e., carpools which are formed near transit stops on an informal basis with different drivers and passengers each day) make up approximately four percent of carpools.

Table 23
Carpool Make Up

	2003	2004
Household Members	33%	40%
Co-workers	42%	39%
Casual Carpool	8%	4%
Non-Household Relative	7%	5%
Friends or neighbors	6%	11%
Other	4%	2%
	n=222	n=245

Approximately 70 percent of carpoolers have been participating in a carpool for more than a year (Table 24). Over 40 percent have been participating for more than two years. The most common meeting location is at the home of one of the participants (Table 25). Only seven percent of carpools use a Park and Ride Lot.

Table 24
Carpool Duration

Less than a month	3%
One month to less than six	14%
Six months to less than one year	14%
More than one year but less than two	16%
2 - 5 years	36%
6-10 years	14%
11 or more years	3%
n=245	

Table 25

Where Do You Meet Your Carpool or Vanpool

Home	73%
Varies	12%
In Route	9%
Park and Ride Lot	7%
Daycare or school	0%
n=245	

Telecommuting

About a quarter (24 percent) of respondents have the option to telecommute rather than travel to work. This has been very consistent over the last four years with between 22 percent and 24 percent of employees having the option to telecommute. About 85 percent (up from 77 percent in 2003) of respondents who have the option to telecommute take advantage of it. Of those who telecommute:

- 20 percent do so one day per month,
- 48 percent do so two to four days per month,
- 32 percent do so five or more days per month.

The average telecommuter does so about four and a half (down from five and a half in 2003) days per month. This is a little lower than in previous years where the average was between five and six days per month.

Since one goal of telecommuting is to reduce vehicle trips, respondents were asked if they made more, the same or fewer trips on days when they telecommute compared with days when they commuted to work. In 2004, about seven of 10 telecommuters reported making fewer vehicle trips (Table 26). Although there have been changes from year to year, the long-term pattern is clear—most telecommuters make fewer trips on days they telecommute.

Table 26
Trips Made on Telecommuting Days

	1998	1999	2000	2001	2002	2003	2004
Fewer	60%	67%	74%	57%	69%	66%	71%
Same	35%	24%	20%	31%	22%	28%	24%
More	5%	9%	7%	13%	9%	6%	6%
n=	159	674	645	571	726	713	763

Changing Commute Conditions

Respondents' were asked if their commute conditions had changed over the last year. These data appear to mirror economic conditions. When the economy was booming (1999-2001), commuters indicated that travel conditions were getting worse. In 2002, commute conditions began to change—for the better—as the economy slowed. The percentage of respondents indicating conditions were "better" in 2002 was greater than the percentage of respondents indicating conditions were "worse" for the first time. In 2003, respondents' perceptions of their commute conditions continued to improve. In 2004, as the economy has started to improve, a greater percentage of commuters are again saying conditions are staying the same or getting worse and fewer are saying conditions are better (Table 27).

Table 27
Commute Conditions

	1999	2000	2001	2002	2003	2004
Better	17%	14%	14%	29%	30%	23%
Same	51%	43%	42%	46%	52%	58%
Worse	32%	44%	43%	25%	18%	20%
n=	3,606	3,529	3,517	3,479	3,519	3,544

The most commonly cited reason for improved conditions for the third year in a row is lighter traffic (Table 28). However, the percentage of respondents indicating traffic was lighter has dropped from 60 percent in 2002, to 49 percent in 2003, to just over 30 percent this year. For those whose commute had gotten worse, "heavier traffic" was once again the most commonly cited reason. Just less than half of respondents indicated traffic was heavier. This is similar to last year but well below the 1999-2001 period when over 70 percent of respondents were indicating that traffic had gotten heavier.

Table 28
 How Commute Has Gotten Better or Worse

Better		Worse	
Traffic lighter	31%	Traffic heavier	49%
Moved home/job location	24%	Moved home/job location	10%
Roadway improvements	11%	Construction delays	7%
Changed route	7%	Transit slower/crowded	7%
Better transit service	4%	Changed route	3%
Travel at different time	6%	Road maintenance	2%
Changed mode	6%	Travel at different time	2%
Less road work	3%	Changed mode	1%
Other	9%	Other	19%

County Comparisons

In eight of nine counties, the percentage of commuters reporting improved conditions over the last year has declined. Only in Solano County has the percentage increased slightly (from 16 percent to 18 percent). Commuters who live in Santa Clara and Alameda counties were most likely to report improved commute conditions (Table 29). Commuters who live in Napa County were the least likely to report improved conditions. Conditions changed the least for San Francisco and San Mateo commuters. About 30 percent of respondents from five counties (Solano, Contra Costa, Sonoma, Napa and Marin) indicated conditions had gotten worse over the last year. In 2003, only one county was in the 30 percent range while others were lower.

Table 29
 Change in Commute Conditions by County

County	Better	Same	Worse
Alameda <i>n=397</i>	25%	54%	21%
Contra Costa <i>n=391</i>	20%	50%	30%
Marin <i>n=393</i>	15%	58%	27%
Napa <i>n=394</i>	12%	59%	28%
San Francisco <i>n=391</i>	16%	68%	16%
San Mateo <i>n=398</i>	19%	67%	14%
Santa Clara <i>n=392</i>	32%	57%	11%
Solano <i>n=390</i>	18%	52%	31%
Sonoma <i>n=394</i>	15%	56%	29%

Respondents commuting by transit, carpool or bicycle on a regular basis were asked if it is easier, about the same or more difficult to use those modes now than it was a year ago. Transit users' opinions changed little over the last year (Table 30). Carpoolers were the most positive about the use of their modes and showed small signs of improvement compared with last year. Most bicycle commuters indicated conditions had not changed much over the last year. There was a steep drop in the percentage of bicycle commuters indicating conditions were easier, but the sample size is too small to make much of it.

Table 30
 Ease of Using Transit, Carpooling and Bicycling for Work Trip

	Easier	More Difficult	Same	Change From Last Year
Transit <i>n=448</i>	22%	20%	59%	=
Carpool <i>n=213</i>	25%	6%	70%	+
Bicycle* <i>n=32</i>	9%	13%	78%	-

* note small sample size for bicycle respondents

Parking and Employer Incentives

Identical to the last two years and similar to previous years almost eight of 10 respondents (79 percent) have free all-day parking available at or near their worksite. The influence on mode choice of destinations with and without free parking is substantial.⁷ Locations with free parking have a drive-alone rate of 74 percent, while those without free parking have a drive-alone rate of 35 percent (Table 31). The difference in transit use is even greater than the difference in the drive-alone rate. For those with free parking, the transit use rate is five percent; for those without, it jumps to 42 percent. The effect of paid parking (and the services associated with densely populated job centers) on the decision to drive one's car or use transit is substantial.

Table 31
Free Parking and Travel Mode

	Free Parking Available	No Free Parking
Drive Alone	74%	35%
Carpool	17%	13%
Transit	5%	42%
Other	5%	10%
	n=2,799	n=759

The percentage of employers who encourage employees to use transit, carpool, bicycle and walk to work is consistent with earlier years (Table 32). Commute Profile data provide only an estimate of employer involvement because it is based on respondents' awareness and understanding of what their employer does. The sampling methodology is also designed to be representative of commuters from the nine counties—not necessarily a representative sample of all Bay Area employers. With this consideration, the data indicate that employers remain involved in providing commute assistance to their employees. The most common types of programs employers operate to encourage the use of commute alternatives are transit sales/subsidies and carpool or vanpool programs; incentives and tax breaks are also common programs employers offer to encourage the use of commute alternatives (Table 33).

Table 32
Employers Who Encourage Use of Commute Alternatives

	199	199	199	199	199	200	200	200	200	200
	4	5	6	8	9	0	1	2	3	4

⁷ Although parking is the variable identified here, other conditions associated with parking are likely to have an influence on mode choice. In other words, paid parking may not be the causative variable itself—it may simply identify areas with specific characteristics. For example, in areas such as downtown San Francisco where free parking is scarce, there is also more transit service, more amenities within walking distance of offices and significant local congestion. The combination of conditions is what most likely influences behavior rather than any single factor.

Employers with Programs	34%	39%	41%	36%	39%	39%	41%	40%	39%	39%
n=	3,056	382	3,295	1,516	3,530	3,472	3,460	3,429	3,446	3,598

Table 33

Types of Employer Encouragement

Transit Ticket Sales/Subsidies	17%
Carpool or Vanpool Programs	16%
Incentives/Rewards	14%
Tax Breaks	14%
Provide Information	12%
Preferential carpool parking	6%
Bike Lockers/Showers	5%
Provides shuttle service	5%
Flexible Hours	3%
Support regional promotions	1%
Guaranteed Ride Home	1%
Encourage by example	1%
Limit parking supply	1%
Other	4%
n=1,289	

The drive-alone rate is about 13 percent lower at employer sites where the use of alternatives is encouraged (Table 34). The difference is considerably greater than the past few years where the difference was in the seven to eight percent range. The difference in the rate of transit use is greatest. Much of what employers do to encourage the use of commute alternatives relates to transit, such as transit ticket sales, transit ticket subsidies and tax breaks.

Table 34

Commute Modes with and without Employer Encouragement

	Drive Alone	Carpool	Transit	Other
Employer Encourages Alternative Modes n=1,388	58%	18%	18%	7%
Employer Does Not Encourage Alternative Modes n=2,048	71%	15%	10%	5%

Smaller employers, those with 50 or fewer employees, accounted for the largest percentage of respondents (Table 35). Just under half (47 percent) of respondents work for employers with 100 or fewer employees. The likelihood an employer will operate a program that encourages employees to use commute alternatives increases with employer size. Approximately a quarter (22 percent) of companies with fewer than 100 employees operate a

commute incentive program while almost 57% percent of larger companies (more than 100 employees) do something to encourage the use of commute alternatives.

Table 35
Employer Size

Employer Size (# of employees)	Percent of Respondents Employed	Percent Encouraging Alternatives Use
0 - 50	47%	22%
51 - 100	14%	36%
101 - 500	18%	49%
More than 500	21%	77%
<i>n</i> =	3,533	3,379

Vehicle availability

Almost all respondents (96 percent) to this survey have a vehicle available for their commute "always" or "sometimes" (Table 43a). For 89 percent a vehicle is always available. Availability varies a bit from county to county. San Francisco stands out as being the least auto dependent. Approximately 18 percent of San Francisco residents who responded to the survey "never" have a vehicle available for their commute. The variation between other counties is small. All Solano County respondents had vehicle availability at least some of the time.

As one might guess, vehicle availability has a strong influence on mode choice. For those who drive alone, 97 percent "always" have a vehicle available. For those who carpool, "always available" drops slightly to 92 percent, for those who use "other" modes it drops to 73 percent and for those who use transit as their primary commute mode it drops significantly to 59 percent.

Table 43a
Vehicle Availability by County

County	Always	Sometimes	Never
Alameda n=398	90%	6%	4%
Contra Costa n=399	91%	7%	2%
Marin n=399	95%	3%	2%
Napa n=398	93%	5%	2%
San Francisco n=397	69%	13%	18%
San Mateo n=401	94%	4%	2%
Santa Clara n=399	93%	6%	1%
Solano n=400	95%	5%	0%
Sonoma n=400	94%	4%	2%
Regional Average n=3,590	89%	7%	4%

Commute Profile 2004
Solano Highlights

- **Commute Distance:**
 - Solano residents' average commute distance is 21 miles and one of the longest in the Bay Area. This is only exceeded slightly by Contra Costa at 22 miles. This is the first year that Solano has not had the longest average distance. (See Table 14 in CP04 for historical data). Over the last five years, Solano residents' commute distance has been declining. This may reflect the increasing number of Solano residents who work in Solano County.
 - Despite public perception that commutes are getting significantly longer, the regional average commute distance has only varied between 14 and 17 miles since 1992. This year it is 16 miles (see Table 11).
- **Commute Modes:**
 - Solano has a higher than average drive alone rate and a low transit usage rate for commuting. Solano continues to have the highest car/vanpool rate in the region.

	Drive Alone	Car/Vanpool	Transit ¹	Other
Solano	71%	22%	4%	4%
Region	64%	16%	13%	6%

- **Travel Speed:**
 - At 40mph, Solano commuters enjoy the highest average travel speed in the region (see Table 17). However, the travel speed has decreased significantly since a high of 48mph in 1999.
- **Travel Conditions:**
 - Solano had the highest percentage of commuters (31%) who stated that commute conditions were worse than the previous year. Three other counties had a percentage at or nearing 30%. Of the five remaining counties, only 11%-21% of the commuters stated that the commute conditions had worsened.

¹ Bus, ferry, rail

- **Carpool Lane Usage:**
 - Solano commuters are some of the most likely to use a carpool lane: 27% have access to a carpool lane and 37% of those use the carpool lane. Over 80% say it saves time and 55% indicated it influenced their decision to carpool.

- **Employer Influence on Transit Usage:**
 - Regionwide, the study found that much of what employers do to encourage the use of commute alternatives relates to transit, such as transit ticket sales, transit ticket subsidies and tax breaks.

	Drive Alone	Car/vanpool	Transit²	Other
Employer Does Encourage Alternative Modes	58%	18%	18%	7%
Employer Does Not Encourage Alternative Modes	71%	15%	10%	5%

- **Vehicle Availability:**

Solano residents had the highest rate of vehicle availability for commuting in the Bay Area. 100% of those surveyed had a vehicle available all the time (95%) or some of the time (5%). The regional average was 89% for all of the time, and 7% for some of the time.

² Bus, ferry, rail



DATE: August 19, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update

Background:

Each year, the Consortium reviews and updates its annual Work Plan. In 2005, there are a number of key local and regional transit planning activities and projects that the Consortium, TAC and STA Board assigned the Consortium to participate in. These range from transit service and funding to planning and marketing.

In January, the TAC and Consortium reviewed and approved the 2005 Consortium Work Plan (Attachment A). This was approved by the STA Board in February. Many of the Work Plan tasks have been completed. Yet there still remain several major issues to address before the calendar year end. To clarify the status of Consortium priorities and discuss a general approach to accomplish them, a mid-year Work Plan status is being presented.

Discussion:

A status of the 2005 Work Plan is presented on Attachment B. Each task includes a Status Summary and Next Steps. Of the 23 tasks, a great deal of progress has been completed by the Consortium. TAC and Consortium members are encouraged to review and comment on the attached mid-year update.

As work progressed during the first half of the year, a need was identified to further promote Solano Paratransit service as well as to assess its current and future service policies in terms of requirements and priorities. Two items are recommended to be added to the Work Plan: 1) Improve identity and promotion of Solano Paratransit services; 2) Initiate Solano Paratransit Assessment Study.

There are eight major tasks recommended to be the priorities for the remaining calendar year. Several affect one another. STA staff would like to bring these to the Consortium members' attention. These are:

- Multi-year shared funding agreement for intercity transit services
- Rt. 30 multi-year funding and service agreement; develop marketing plan for Vacaville market
- Solano Paratransit multi-year funding and service agreement
- Transit Consolidation Study
- Cordelia Community Based Transportation Study
- Lifeline Program Funding Allocation
- Solano Paratransit Assessment
- Establish Solano Paratransit Marketing and Identity

At the Consortium meeting, there will be a discussion of the general timelines of these tasks and various agencies' involvement.

Two tasks would benefit from an update from individual Consortium members (italicized and bold on Attachment B). Fairfield-Suisun Transit and Vacaville City Coach have been the two fixed-route operators working with MTC to be incorporated into the regional on-line transit trip planning program countywide. Fairfield-Suisun Transit has been the Solano transit agency taking the lead in developing the Advance Vehicle Locator (AVL) system in this county and coordinating with MTC's regional efforts.

Recommendation:

Recommend to the STA Board to:

1. Review and approve the mid-year Transit Consortium Work Plan Status Update.
2. Add additional task to Consortium Work Plan: Initiate Solano Paratransit Assessment Study.

Attachments:

- A. 2005 SolanoLinks Consortium Work Plan
- B. 2005 SolanoLinks Consortium Work Plan Status

**STA SolanoLinks Transit Consortium
2005 Work Plan
(January 2005)**

Transit Service:

- Implement RM 2 transit services.
- Monitor Rt. 30 and other Solano intercity transit services.
- Implement Dixon Community Based Transit Plan priorities.
- Implement TranStar countywide
- Implement Rio Vista Transit service changes

Transit Planning and Consolidation

- Initiate Transit Consolidation Study
- Input into SB916 Transit connectivity Study
- Complete Community Based Transportation Planning study in Cordelia.
- Complete Benicia, Fairfield, and Vallejo local transit studies
- Complete updated Comprehensive Transportation Plan (CTP) including the Transit Element.
- Complete Highway 12 corridor transit study
- Monitor countywide Advance Vehicle Locator (AVL) system

Funding

- Monitor and provide input into legislation to ensure adequate levels of transit funding.
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.
- Prepare multi-year STAF funding plan
- Prepare multi-year funding scenarios, including Rt. 30 and Solano Paratransit.
- Develop funding partnerships for SolanoWORKS transportation study priorities.

Marketing of Transit Services and Programs

- Develop new SolanoLinks multi-year marketing plan and secure consultant support.
- Plan and implement marketing support for Rt. 30, new RM2 services, and Rio Vista Transit.
- Coordinate and participate in countywide and regional transit marketing activities.
- Distribute SolanoLinks brochure and wall maps
- Develop public awareness and identity for Solano Paratransit

Mid-Year Status
(August 2005)

Task	Status	Next Steps
Transit Service		
Implement RM2 Transit Services	* Vjo Transit services implemented, modified and VT monitoring. FST Rt. 40 pending. New Vjo/Benicia Transit route under review.	* FST evaluating Rt. 40 RM2 service timing implementation.
Monitor Rt. 30 & other Solano intercity transit services	* STA monitoring Rt. 30 and providing mid-year performance report.	* Continue monitoring Rt. 30.
Implement Dixon Community Based Transit Plan priorities	* STAF funding approved for implementation of 2 priority projects of Dixon CBTP.	* Dixon lead in implementation.
Implement TranStar countywide	* Letter of commitment from Vacaville as part of Unmet Transit Needs process.	* <i>Status of implementation with FST and VVCC?</i>
Implement Rio Vista service changes	* New service implemented February 2005.	* Completed
Transit Planning & Consolidation		
Initiate Transit Consolidation Study	<ul style="list-style-type: none"> • STA Board authorized release of RFP for \$65K • Additional funding received from MTC 08/05 	* RFP to be released by September 2005.
Input into SB916 Transit Connectivity Study	* STA participating in MTC Transit Connectivity Study & successfully had FTC added to Study list of regional transit hubs	* Continue to participate in this study and its benefit to Solano.
Complete CBTP Study in Cordelia	* Cordelia study to kick-off in Fall 2005.	* STA project lead. Identify stakeholders including Fairfield and County.

Complete Benicia, Fairfield, and Vallejo local transit studies	<ul style="list-style-type: none"> • Benicia SRTP in draft final • Fairfield to kick-off local study and SRTP update in Fall 2005. • Vallejo ??? 	Various.
Complete updated CTP including the Transit Element	* CTP approved including Transit Element	Completed
Complete Hwy 12 Corridor Transit Study	* Underway	* Third public input meeting Aug. 29. Steering Committee Sept. 16.
Monitor countywide Advance Vehicle Locator (AVL) system	* FST lead	* <i>Update needed.</i>
Funding		
Monitor & input into legis to ensure adequate levels of transit funding	* On-going.	* Draft legislative platform priorities for 2006 under development.
Monitor & input in reg. Policy to ensure adequate levels of transit funding	* On-going	On-going.
Update TDA matrix	* Completed for FY2005/06	Completed
Complete TDA Unmet Transit Needs process	* Completed for FY2005/06	* Schedule public hearing for FY06/07 TDA claims
Prepare multi-year STAF funding plan	* Completed FY2005/06 and preliminary draft FY2006/07	* Completed
Prepare multi-year funding scenarios, including Rt. 30 & Solano Paratransit	<ul style="list-style-type: none"> • Solano Paratransit agreement executed; amendment for multi-year funding projected for Fall 2005 • Rt. 30 agreement pending funding shares beyond FY2005/06. 	<ul style="list-style-type: none"> • SP amendment for multi-year funding projected for Fall 2005. • Rt. 30 multi-year funding and agreement projected for Fall 2005. • Comprehensive multi-year shared funding scenarios to be presented to Consortium members early Fall 2005.

<p>Marketing of Transit Services & Programs</p>	<p>Develop new SolanoLinks multi-year marketing plan & secure consultant support</p>	<p>* STA staff in process of developing a draft marketing plan and scope for on-going marketing consultant support.</p>	<p>* Release RFP for marketing consultant late Fall 2005.</p>
<p>Plan & implement marketing support for Rt 30, new RM 2 services, and Rio Vista Transit</p>	<p>* Rt. 30 marketing partially implemented and working with VV to refine in that city; STAF funds provided to Vjo Transit to market their RM2 services; marketing support provided to Rio Vista Transit to promote their new (Feb. 2005) service.</p>	<p>* Work with VVCC to develop local Rt. 30 marketing plan.</p>	
<p>Coordinate & participate in countywide and regional transit marketing activities</p>	<p>* STA staff continues to monitor regional transit marketing activities. Spare the Air Transit/Free Morning Commute coordinated locally. Fall Great Race campaign includes transit promotion.</p>	<p>* Implement Fall Great Race campaign.</p>	
<p>Distribute SolanoLinks brochure and wall maps</p>	<p>* On-going and to continue</p>	<p>* Updating and reprinting SolanoLinks brochure and wall maps.</p>	
<p>Develop public awareness and identity for Solano Paratransit</p>	<p>* Concepts for Solano Paratransit logo, vehicle wraps, and brochure approved by STA Board.</p>	<p>* By year-end, refine concept and implement.</p>	
<p>Proposed Task</p>			<p>* STA lead. RFP to be release Fall 2005.</p>
<p>Initiate Solano Paratransit Assessment</p>	<p>* STAF funding allocated to this study.</p>	<p>* STA lead. RFP to be release Fall 2005.</p>	



DATE: August 19, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Route 30 Performance Update

Background:

Fairfield-Suisun Transit (FST) operates Rt. 30 on behalf of the Solano Transportation Authority (STA). Rt. 30 is funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has secured a variety of other funds for this route. This includes Transportation Fund for Clean Air from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. An updated multi-year funding agreement has been under development for the funding distribution from FY05/06 and beyond.

Route 30 has been operating five roundtrips, Monday-Friday, to Sacramento since March 2003. This route is a commuter focused express bus route that connects several local jurisdictions, including Fairfield, Vacaville, and Dixon to Davis and Sacramento. The purpose of the extension to Sacramento was to improve the general performance and farebox recovery on the route as well as to address an Unmet Transit Needs issue. Since this service change was made, ridership and performance have continued to increase and improve.

Discussion:

Route 30's performance has been steadily improving over the past few years. Ridership gains were quickly apparent after the implementation of the new service to Sacramento in the Spring of 2003. The farebox recovery has gradually improved. Prior to the route's restructuring, Route 30 ridership averaged about 50 passengers/day with a farebox recovery ratio of 12%. As presented in June 2005, monthly ridership has steadily increased (see Attachment A). Daily ridership since the beginning of 2005 has averaged about 100 passengers/day.

As follow-up to last Consortium meeting's Rt. 30 report, STA staff is providing more details on the route's performance in terms of farebox recovery. The increased ridership has produced a consistent farebox recovery of over 20% (see Attachment B). The annual average farebox recovery ratio is over 21%. This is despite a significant cost/vehicle service hour increase in January 2005.

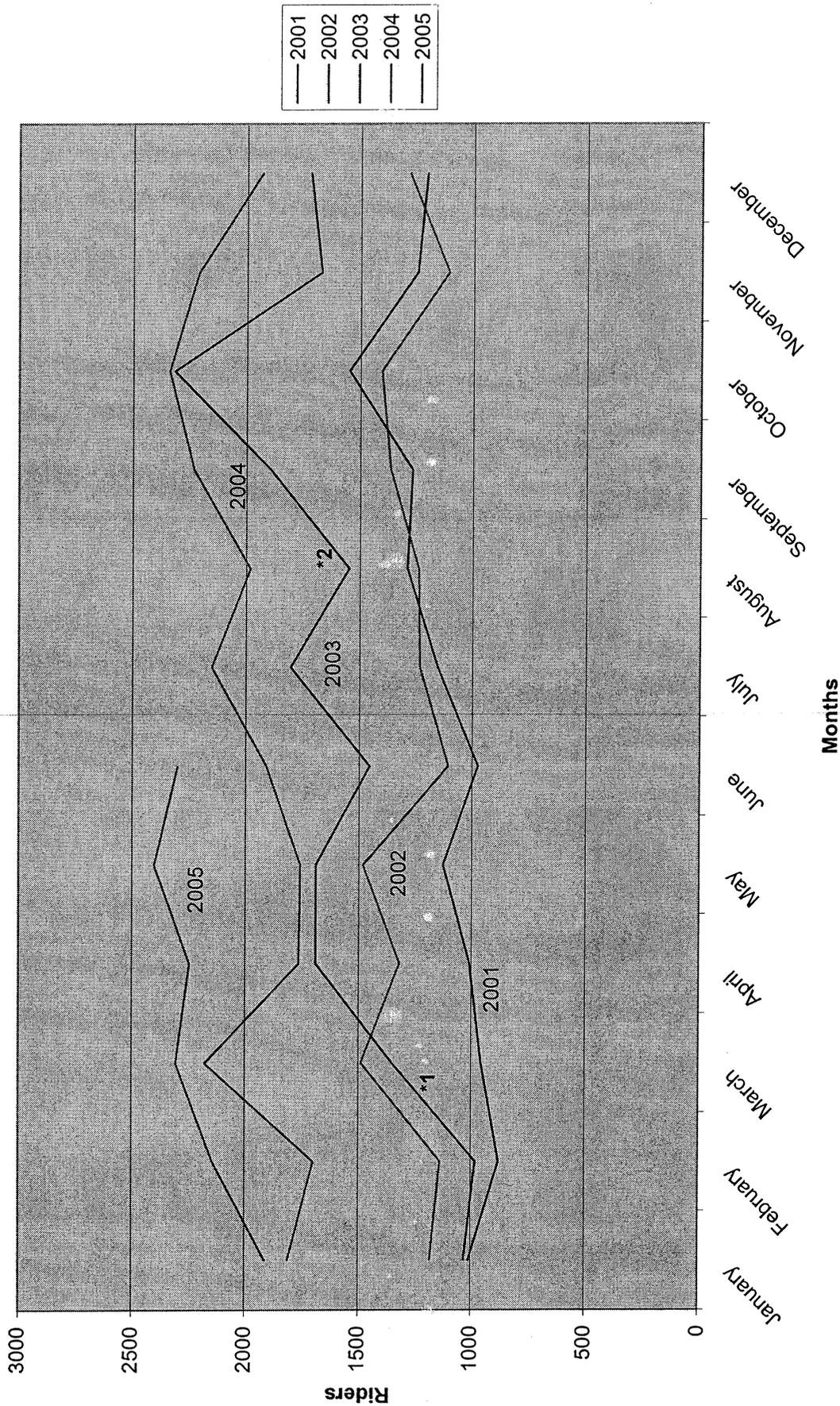
Recommendation:

Informational.

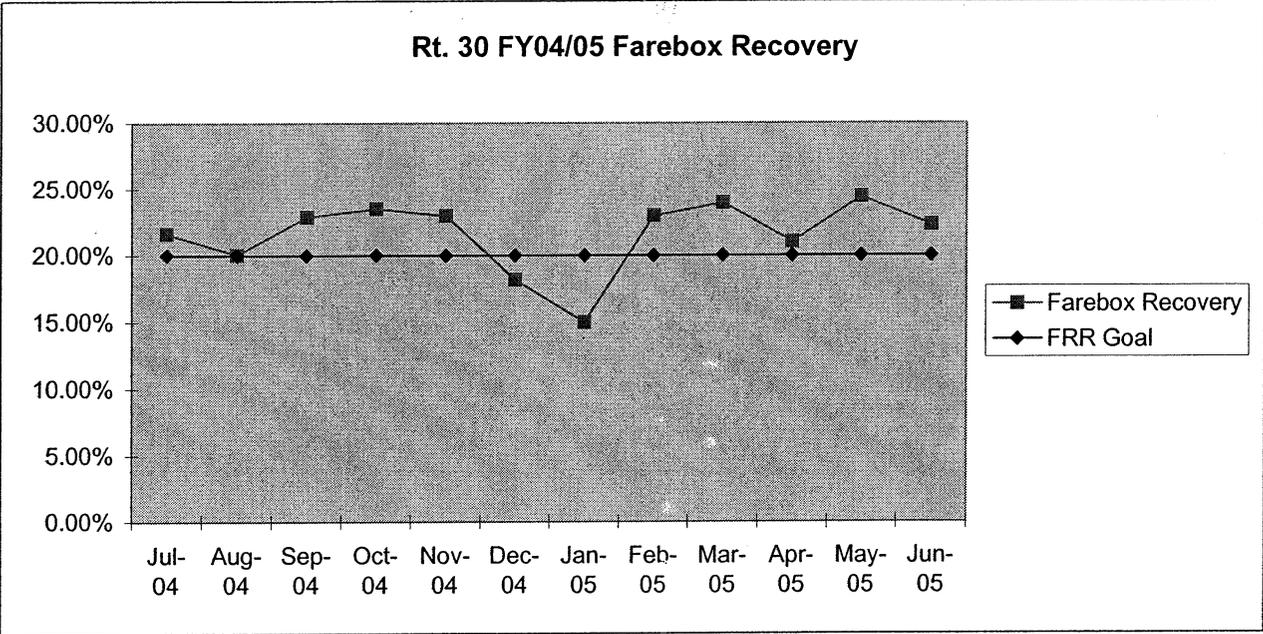
Attachments:

- A. Multi-year Monthly Ridership Graph
- B. FY2004-05 Monthly Farebox Recovery Ratio Graph

Route 30 Ridership



*1 March 2003 - Service extended to Sacramento.
 *2 August 2003 - New MCI buses added to Route 30.



Note: Jan 2005 included cost/hour increase.



DATE: August 22, 2005
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Federal Legislative Update – August 2005

Background:

Each year, STA staff monitors federal legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its 2005 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities.

Discussion:

SAFETEA-LU

Prior to adjourning for the August recess, Congress passed H.R. 3, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The measure provides \$286.5 billion through FY 2008-09 for highway, mass transit and road safety programs, which is \$2.5 billion more than requested and provided in the House-passed bill, but \$8.5 billion less than the Senate measure. The measure would ensure that states receive at least 92 percent of the money they contribute to the Highway Trust Fund by 2008. The agreement includes \$45.3 billion for mass transit, and \$14.8 billion for more than 5,000 highway projects requested by individual Members of Congress. H.R. 3 also contains several Senate tax provisions, including some that would increase the Highway Trust Fund by \$2 billion.

On July 29th, the House passed by a short-term reauthorization bill (H.R. 3514) to keep highway programs operating through August 14th giving President Bush time to review and sign the long-term reauthorization measure. On Wednesday, August 10, 2005, the President signed the bill into law.

The bill provides earmarks for over \$34 million for key Solano County regional transportation projects. The STA is the project sponsor for the earmarks for the I-80/I-680/SR 12 Interchange (\$17.4 million) and the Jepson Parkway/Travis AFB Access Improvements (\$3.2 million). On behalf of the STA Board, Chair Mary Ann Courville thanked Congresswoman Ellen Tauscher and Congressman George Miller for helping secure federal funding for STA's sponsored projects. The earmarks for projects that will benefit Solano County are as follows:

- I-80/I-680/SR 12 Interchange (\$17.4 million)
- SR 12 Widening through Jameson Canyon (\$6.4 million)
- Jepson Parkway/Travis AFB Access Improvements (\$3.2 million)
- I-80 HOV Lanes/Interchange Construction in Vallejo – Turner Overpass (\$2.8 million)
- Cordelia Pedestrian/Bicycle Corridors Upgrade (\$2.4 million)
- Winters Bridge Replacement between Yolo and Solano Counties (\$1.6 million)
- Rio Vista Bridge Study (\$560,000)

Appropriations:

Two of the ten annual appropriations bills were passed by Congress before Members adjourned for August recess: Interior Appropriations and Legislative Branch Appropriations. (Both bills must now be signed by President Bush before becoming public law.) The remaining eight spending bills have been marked up by the House and Senate Appropriations Committees and are awaiting conference consideration when Congress reconvenes in September, at which time STA's requests for appropriations of \$4 million for the Vallejo Station and \$2.5 million for the Fairfield/Vacaville Intermodal Station will be considered. Legislators predict that for the first time in many years, all appropriations bills will be complete before the end of this federal fiscal year (September 30, 2005).

As this Congressional session comes to a close, staff is starting to put together recommendations for the 2006 legislative platform and priorities. A draft will be presented at the September TAC and Consortium meetings for forwarding to the STA Board.

Recommendation:

Informational.



DATE: August 22, 2005
TO: STA TAC
FROM: Anna McLaughlin, Program Manager/Analyst
RE: Fall Campaign – Great Race for Clean Air

Background:

The STA's Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Yolo Solano Air Quality Management District (YSAQMD) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

One element of SNCI's Board Approved Work Program is to coordinate a Fall Campaign that promotes non-drive alone commute options in Solano and Napa counties.

Discussion:

Traditionally, SNCI staff works with the Regional Rideshare Program (RRP) each fall to deliver a coordinated regional campaign with a local focus to residents and employees of Solano and Napa counties. As of July 1, 2005 a new contractor – Parsons Brinckerhoff (PB), now administers the major elements of MTC's RRP. As PB is only a few months into their contract, they are not coordinating a 2005 Fall Campaign and are concentrating on developing their marketing plan for the future.

This year a new campaign, the Great Race for Clean Air is being promoted and is in lieu of previous fall campaigns such as Rideshare Thursdays and Rideshare Week. The Bay Area Air Quality Management District (BAAQMD) is promoting the Great Race for Clean Air during the month of September. SNCI and other Transportation Demand Management organizations are working together to support this campaign on a local level.

The Great Race for Clean Air is an effort to encourage individuals to use alternative transportation – carpool, vanpool, transit, bike or walk – for any type of trip. Participants simply try 4 modes in 4 weeks during the month of September and submit their photos or descriptions to SNCI to be eligible to win prizes. Prizes include an iPod, Santa Barbara vacation for two, and a San Francisco Bay Cruise for four. SNCI's efforts to promote the Great Race include an employer element and a general public outreach element.

The employer element of the Great Race for Clean Air includes an employer mailing that went out to approximately 450 employers in Solano and Napa counties. This mailing included flyers to post in the workplace, tips on promoting the campaign, reproducible paycheck inserts, and forms to order additional campaign, transit and ridesharing materials. Calls were also made to these employers to encourage and document their participation.

Additionally, Great Race flyers were inserted into the following Chamber of Commerce newsletters: Vallejo, Dixon, Napa, and St. Helena.

The general public outreach element of the Great Race for Clean Air includes radio advertising on KUIK in Solano County and KYON/KVYN in Napa County. Radio spots began running on August 22nd and will run through the month of September. Print ads were placed in the following monthly direct mail publications: Dixon Round-Up, Vacaville Grapevine, Fairfield-Suisun Breeze, Vallejo-Benicia Grapevine, and the Napa Valley Marketplace.

Recommendation:
Informational.



DATE: August 22, 2005
TO: STA TAC
FROM: Daryl K. Halls, Executive Director
RE: SAFETEA Third Cycle STP/CMAQ Funding Policies

Background:

The Metropolitan Transportation Commission (MTC), as the federally designated metropolitan planning organization (MPO) for the nine County Bay Areas, is responsible for allocating and programming federal cycle Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. MTC is preparing to develop its Third Cycle policies for the programming of STP/CMAQ funds for FY 2007-08 and FY 2008-09 that will program the remaining two years of the recently passed bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MTC has previously programmed the first four years of TEA-21 Reauthorization with the First and Second Cycle of programming.

At the Partnership Board meeting of August 1, 2005, MTC staff identified an estimated \$300 to \$400 million in additional programming capacity remaining in STP/CMAQ funds for the Third Cycle, plus an additional \$50 million in unprogrammed Second Cycle funds that is also available to be programmed in the Third Cycle. When MTC's staff report was drafted, the SAFETEA Reauthorization bill had not yet been approved by the joint House-Senate Conference Committee or signed by the President. At that time, MTC staff was proposing to only program \$300 million of the estimated \$450 million in Third Cycle funds estimated to be available and then follow up with an augmentation round of programming once the Reauthorization Bill was signed with the passage of SAFETEA, there will be more certainty regarding the remaining TEA-21 funds to be available through FY 2008-09. At the Partnership Board meeting, the item was discussed, but no action was taken and the item was deferred until the next meeting of the Partnership Board.

Based on the staff report provided by MTC, the following policy issues and priorities are being proposed for the allocation of the Third Cycle funds:

1. **Clean Air - \$18 million ***
 - Continue the annual \$1 million contribution to the BAAQMD for the Spare the Air program
 - Continue augmentation to SNCI program at \$150,000 per year
 - Expand the Spare the Air – Free Transit Commute Campaign by \$5 million per year
- * This issue includes further discussion between MTC and STA regarding the future allocation of Eastern Solano CMAQ funds.

2. **Regional Operations - \$44 million**
 - Maintain funding commitment for MTC's Regional Operations (programs such as TransLink, 511 Travinfo, Regional Rideshare, TETAP, PTAP, Arterial Signal Re-timing, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and Performance Monitoring.

3. **CMA Planning Activities - \$10 million ***
 - Maintain funding commitment for CMA at current 3% - \$240,000 minimum threshold (for North Bay Counties)
 - * CMAs have requested additional funds to accommodate increased workload associated with transfer of Lifeline program.
 - * North Bay CMAs have requested an increase in the \$240,000 minimum threshold to cover costs associated with planning, programming and monitoring activities required by MTC.

- 4a. **Local Streets and Roads Shortfall - \$57 million**
 - Based on the recommendation of the Local Streets and Roads Committee and the concurrence of the Board Partnership Board, the hybrid formula applied for the Second Cycle Augmentation will be used for the Third Cycle allocation.

- 4b. **Transit Capital Shortfall - \$55 million**

5. **TLC/HIP - \$79 million**
 - Maintain annual \$27 million in STP, CMAQ and TE funds, plus \$18 million in deferred funds for this program.
 - Program additional \$7 million to fully fund MTC's Station Area Planning program.

6. **Regional Bike/Pedestrian Program - \$24 million**
 - Continue commitment of \$24 million for Regional Bike/Pedestrian Program in Third Cycle.

7. **Lifeline**
 - Provide additional \$4 million for Lifeline in Third Cycle.

Discussion:

At the Partnership Board meeting, several CMA directors expressed support for dedicating the remaining \$100 to \$150 million in Third Cycle funds to increasing the funding for three specific purposes: Local Streets and Roads Shortfall, Transit Capital Shortfall, and CMA Planning Activities. An additional option to consider would be to dedicated some funding for Caltrans District IV's Traffic Operations System (TOS) that is significantly under funded and somewhat ignored with the elimination of the Corridor Management Program by MTC from T-2030.

The Partnership Board will be considering this item again in the upcoming months prior to approval by MTC. Staff is requesting Consortium and the TAC consider supporting staff recommendation to recommend MTC dedicate the remaining \$100 to \$150 million in Third Cycle SAFETEA STP/CMAQ funds to increasing the funding levels to offset a

portion of the Local Streets and Roads Shortfall, Transit Capital Shortfall, and to provide an increased level of funding to the CMAs to offset the costs associated with the planning, programming, and monitoring activities required by MTC.

MTC's Third Cycle Funding Proposal Summary (in millions)

Funding Category		Current MTC Commit. Reso. 3615	Proposed Increase	Proposed 3 rd Cycle Commitment
1.	Clean Air	\$ 4	\$18	\$22
2.	Regional Operations	\$44	-	\$44
3.	CMA Planning Activities	\$10	-	\$10
4a.	Local Streets and Roads	\$57	-	\$57
4b.	Transit Capital	\$55	-	\$57
5.	TLC/HIP	\$72	\$7	\$79
6.	Regional Bike/Ped.	\$24	-	\$24
7.	Lifeline	-	\$4	\$4
Total Proposed Commitments		\$266	\$29	\$295

Estimated unallocated Third Cycle Funds \$150

CMA proposed allocation of additional Third Cycle Funds (In millions)

Funding Category		MTC's Proposed 3 rd Cycle Commitment	CMAs Proposed Increase	Revised 3 rd Cycle Commitment
1.	Clean Air	\$22	-	\$22
2.	Regional Operations	\$44	-	\$44
3.	CMA Planning Activities	\$10	\$10	\$20
4a.	Local Streets and Roads	\$57	\$70	\$127
4b.	Transit Capital Shortfall	\$55	\$70*	\$125
5.	TLC/HIP	\$79	-	\$79
6.	Regional Bike/Pedestrian	\$24	-	\$24
7.	Lifeline	\$4	-	\$4
Total		\$295	\$150	\$445

* A percentage of proposed increase in Third Cycle funds for Transit Capital Shortfall could be dedicated to fund Caltrans' TOS program.

Recommendation:

Forward a recommendation to the STA Board to request MTC dedicate additional Third Cycle SAFETEA STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities.



DATE: August 22, 2005
TO: STA TAC
FROM: Daryl K. Halls, Executive Director
RE: Bay Area Partnership Board Membership

Background:

The Metropolitan Transportation Commission (MTC), created the Bay Area Partnership Board in October of 1992, following the passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA). The Partnership Board consists of top management staff from the Bay Area's various county congestion management agencies, public transit operators, MTC, city and county public works departments, ports, MTC, Caltrans, ABAG, BAAQMD, and the U.S. Department of Transportation. The "Partnership" was established to serve as a forum for communication, dialogue, and to build regional consensus. The Partnership Board meets approximately 3 to 4 times per year. In addition, there are several Partnership Technical committees that meet more frequently to discuss specific topics or issues.

In the early years of the Partnership, there were several regional successes attributed to the formation and consensus building of the Partnership. These included the following:

1. The Freeway Service Patrol
2. The Call Box Program
3. The Multi-Modal approach to allocate flexible ISTEA and subsequently TEA-21 Funds
4. The 511 Traveler Information System

Following the implementation of TEA-21, the Partnership Board seemed to lose its momentum and the meetings of the full Board became less frequent and were somewhat eclipsed by the regular meetings of the Partnership's technical committees. In 2003, at the behest of members of the Partnership Board, particularly the CMA directors, MTC reconvened the Partnership Board on a regular basis. Two policy areas of recent discussion and debate have been the goals and priorities of the Regional Transportation Plan (the most recent titled, "T-2030") and the allocation of future federal cycle, FTA and STIP funds.

Discussion:

In recent years, several new members have requested and been added to the membership of the Partnership Board. On July 23, 2003, four public works directors (two county and two city) were added to provide representation for the region's 100 city and county public works directors. In June of 2005, MTC updated and revised its criteria pursuant to membership on the Partnership Board by replacing specified members with criteria and process for requesting membership. Attachment A of the revised MTC Resolution 3509 identifies the eligibility for membership on the Bay Area Partnership as follows:

A chief staff officer from all public agencies representing the following transportation interests:

- Transit operations;
- Transportation facilities;
- Congestion Management Agencies;
- Public works;
- Airports;
- Seaports;
- Regional transportation, environmental, and land-use based agencies;
- State transportation, environmental, and land-use based agencies; and
- Federal transportation, environmental, and land-use based agencies.

On August 1, 2005, the Bay Area Partnership Board voted to accept the membership of the Transbay Joint Powers Authority. At the same meeting, the City of Benicia also requested membership on the Partnership Board (see attached letter). At the request of the STA, action by the Partnership Board on Benicia's request was tabled to enable Solano County to discuss the request in more detail at the Transit Consortium.

Currently, the Bay Area Partnership Board membership consists of 14 transit operators, 9 Congestion Management Agencies, four public works directors, two representatives from the Partnership TAC, four regional agencies, three facilities representatives, five state agencies representatives, and three federal agencies representatives. The two current members on the Partnership Board from Solano County are the STA and Vallejo Transit.

Based on MTC's modified criteria for Partnership Board membership, all of Solano County's transit operators could be eligible to request membership on the Partnership Board. This could potentially include Benicia Transit and Fairfield-Suisun Transit which both operate local fixed route transit service and regional transit service providing service to the Bay Area, Vacaville which operates local fixed route transit service, and the Cities of Dixon and Rio Vista which operate local dial a ride service.

Concurrently, several public works directors who are members of MTC's Local Streets and Roads Committee have discussed requesting additional public works directors be added to the Partnership Board, potentially increasing their total number of representatives to nine so that each of the nine counties would be represented by a public works director.

STA staff has agendaized this item for discussion and a potential recommendation at both the Transit Consortium and the TAC.

Recommendation:

Forward a recommendation to the Board pursuant to the following Bay Area Partnership Board memberships:

1. Support the Bay Area Partnership Board membership requests for specified Solano County Transit Operators as recommended by the Transit Consortium.
2. Support adding to the Bay Area Partnership Board a public works director representing the public works directors for the County of Solano.

Attachments:

- A. MTC Resolution 3509 – dated October 23, 2002 and Attachment A – dated February 23, 2003.
- B. Letter from City of Benicia requesting membership on Bay Area Partnership Board dated May 12, 2005.



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Legislation Committee

DATE: June 10, 2005

FR: Executive Director

RE: Revision to the Bay Area Partnership Resolution: Resolution No. 3509

This memo recommends an update to the Bay Area Partnership resolution to add membership criteria and a process for addressing new membership requests.

Background

In October 2002, the Commission formally constituted the Bay Area Partnership through a resolution, outlining its basic roles and contributions with respect to the Commission's regional transportation responsibilities and decision-making structure. In addition, Attachment A to the resolution identified the Board composition.

Since that time, there have been requests by agencies, such as various local public works directors and the Transbay Joint Powers Authority, to join the Partnership. The most recent request led to a several month effort by the Partnership and its subcommittees to better define the process and eligibility criteria for members of the Partnership.

The challenge of the Partnership continues to be striking a balance between 1) including all public agencies responsible for moving people and goods in the Bay Area as well as protecting the environment, and 2) retaining a manageable sized group that can thrive on mutual interest and cooperation. The recent discussions included a review of the original charter of the Bay Area Partnership to ensure that any membership criteria developed would consider the objective of the Partnership. In addition, the group discussed a series of issues including the size of the Board, the need for collaboration and diverse interests, multi-modal balance, and formal versus informal structure and processes.

As a reminder, the resolution that constituted the Bay Area Partnership states that the "Commission hereby establishes the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission."

In the end, the consensus was to amend the current resolution to include a clear process and criteria for membership that was most inclusive for public agency representation. This was deemed to best meet the objective of the Partnership. We anticipate receiving future agency requests to join the Partnership that will be assessed against this process and approved or denied by the Partnership Board.

Recommendation

Staff recommends that the resolution that formalized the Bay Area Partnership be amended to include membership criteria that is inclusive for public agency, transportation stakeholder participation subject to the process and criteria established in Attachment A. The eligibility criteria require consistent participation at the Board and its subcommittees, as critical to the effective functioning of the Board. The criteria also permit a group of public agencies (i.e., public works directors) to be represented by a subset of their number, in an attempt to keep the Partnership Board to a manageable size.

Staff request that the Legislation Committee refer Resolution No. 3509, Revised to the Commission for approval.

Steve Heminger

Attachment

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Date: October 23, 2002
W.I.: 1113
Referred by: POC
Revised: 07/23/03-C
06/22/05-C

ABSTRACT

Resolution No. 3509, Revised

This resolution adopts the formal designation of the Bay Area Partnership in its advisory role to MTC.

Attachment A was revised on July 23, 2003 to add four public works directors to the Bay Area Partnership.

Attachment A was revised on June 22, 2005 to replace specific member agency representatives with criteria and process for requesting membership in the Bay Area Partnership.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated October 4, 2002 and June 10, 2005.

Date: October 23, 2002
W.I.: 1113
Referred by: POC

RE: Formalizing the Bay Area Partnership

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3509

WHEREAS, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Public Law 102-240) and California Senate Bill 45 (Statutes 1997, Chapter 622) introduced substantial new funding flexibility in the expenditure of federal and state gas tax funds previously reserved primarily for highway purposes; and

WHEREAS, with nine counties, 101 cities, 1,400 miles of highway, 20,000 miles of local roads, eight toll bridges, three major commercial airports, five public seaports, and 21 public transit agencies, the Bay Area's varied natural topography and institutional complexity place a premium on cooperation and partnership among the public agencies responsible for delivering transportation projects and services; and

WHEREAS, the Bay Area Partnership (hereinafter "the Partnership") was informally established in 1992 to capitalize on ISTEA's new funding flexibility and to overcome institutional barriers to efficiently operating, adequately maintaining, and strategically expanding the metropolitan transportation system; and

WHEREAS, the Partnership consists of the top managers of public agencies responsible for moving people and goods in the Bay Area, as well as for protecting the region's environmental quality; and

WHEREAS, throughout its 10-year history, the Partnership and other institutional alliances nurtured within it have achieved many notable successes, such as instituting the freeway service patrol and callbox programs, implementing the TravInfo® traveler information and TransLink® universal transit ticket projects, designing a multi-modal screening and ranking system to program new federal and state flexible funds, and developing consensus on long-range transportation plans and other major policy issues; and

WHEREAS, the Partnership has been recognized by the American Planning Association for “outstanding efforts in forging interagency cooperation” and by the National Association of Regional Councils with a Distinguished Achievement Award; and

WHEREAS, the Commission recognizes the need for close collaboration among members of the Partnership in order to address the many challenges facing the Bay Area in the areas of transportation, land use, and sustaining the region’s quality of life; and

WHEREAS, following adoption of the 2001 Regional Transportation Plan, members of the Partnership recognized the need to review its mission, membership composition, committee structure, relationship to Commission policy actions, and other areas where opportunities exist for improving its contributions to the region; and

WHEREAS, that review has been completed, with the assistance of an outside consultant, and the review recommended changes in how the Partnership conducts its business in three basic areas: roles and responsibilities, participation by member agencies, and organizational structure; and

WHEREAS, one of the recommended actions is for the Partnership to be formally constituted by a resolution of the Commission, and that the nature and timing of the Partnership’s interaction with the Commission be specified therein; now, therefore, be it

RESOLVED, that the Commission hereby establishes the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission; and, be it further

RESOLVED, that the Partnership shall be composed of the chief staff officer for each of the agencies listed in Attachment A, which is incorporated herein by reference as though set forth at length, and which may be amended by the Commission from time to time as necessary; and, be it further

RESOLVED, that the Partnership shall meet at least three times per year, and shall report quarterly to the Commission at its regularly scheduled meeting on timely issues and topics, and provide comments and perspectives at any time that help inform and enhance the Commission's framework for decision-making; and, be it further

RESOLVED, that the Partnership may establish committees to assist in the conduct of its business including, but not limited to, (1) a committee to address finance, planning and related legislative issues, (2) a transit coordinating committee to fulfill the requirements of Section 29142.4 of the Public Utilities Code, and (3) special purpose committees to oversee the implementation of regional system management programs; and, be it further

RESOLVED, that the Commission directs its Executive Director to provide necessary administrative support to the Partnership and its committees in cooperation and with the assistance of other Partnership agencies; and, be it further

RESOLVED, that the Commission directs its Executive Director to transmit copies of this Resolution to the members of the Partnership and other interested parties.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was adopted by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 23, 2002.

Date: October 23, 2002
W.I.: 1113
Referred by: POC
Revised: 07/23/03-C
06/22/05-C

Attachment A
MTC Resolution No. 3509
Page 1 of 1

Bay Area Partnership – Membership

The Partnership shall be composed of the types of public agency representatives listed below that meet the eligibility criteria and are confirmed through the membership process as described below.

Process: Agencies eligible for membership who are not currently members must request membership through the Chair of the Partnership Board. If accepted for membership by the Partnership, MTC staff will update its Partnership roster to reflect the new membership. The Partnership shall consider the eligibility criteria below when voting on membership requests.

Eligibility:

1) A chief staff officer from all public agencies representing the following transportation interests:

- Transit operations;
- Transportation facilities;
- Congestion Management Agencies;
- Public works;
- Airports;
- Seaports;
- Regional transportation, environmental, and land use-based agencies;
- State transportation, environmental, and land-use based agencies; and
- Federal transportation, environmental, and land-use based agencies.

2) A chief staff officer may represent multiple agencies but has only one vote on the Bay Area Partnership Board.

3) A group of public agencies may nominate representatives for the group rather than have independent representation for each member (e.g. city/county Public Works, small transit operators, seaports, etc). This group nomination process can occur through the Transit Finance Working Group, Joint Finance Working Group, or Streets and Roads Committee, or other appropriate venue, for recommendation to the Partnership Board. This approach may be preferred by the Partnership for transportation interests whose sheer number and geographic dispersion of potential members may hinder consistent and effective participation in Partnership Board and subcommittee meetings.

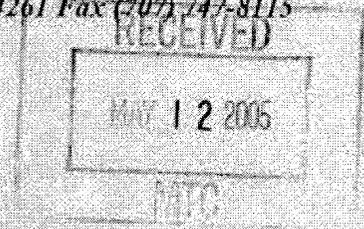
4) A member is expected to participate in the Board on a regular basis and have staff participate regularly in the Partnership Technical Advisory Committee and its working groups.



City of Benicia *Finance Department*
Transit Services Division

250 East L Street, Benicia, CA 94510, (707) 746-4261 Fax (707) 747-8115

Michael Scanlon
 General Manager & Chair of the Partnership Board
 San Mateo County Transit District
 1250 San Carlos Avenue
 San Carlos, CA 94070-1306



May 4, 2005

Dear Mr. Scanlon:

The City of Benicia is interested in participating and joining as a member on the Bay Area Partnership Board, which consists of the Bay Area Transit Operators. With the recent hiring of the City's first Transit Services Manager and the proposed implementation of the Short Range Transit Plan, the City of Benicia is poised for growth and improvement to the Benicia Transit system.

Benicia Transit is a regional transit operator, which operates a regional transit route connecting Vallejo Ferry Terminal and the City of Benicia with the Pleasant Hill BART Station and Sun Valley Mall in Concord. Benicia Transit riders can connect to over five different transit operators to access almost anywhere in the San Francisco Bay Area. The City also operates a general public dial-a-ride system and an ADA paratransit system. The city as a regional transit operator would like to better coordinate with other transit operators to achieve the goals of SB 1474.

Should you have any questions pertaining to my request, please contact me at (707) 746-4261 or email jandoh@ci.benicia.ca.us

Thank you,

John Andoh
 Transit Services Manager

Cc: Theresa McMillan, Deputy Director of Policy, Metropolitan Transportation Commission

Steve Messina, Mayor
 Members of the City Council
 Elizabeth Patterson, Vice Mayor, Tom Campbell, Bill Whitney, Daniel C. Smith

Jim Erickson, City Manager
 Virginia Souza, City Treasurer
 Lisa Wolfe, City Clerk



DATE: August 19, 2005
TO: STA TAC
FROM: Jennifer Tongson, Assistant Project Manager
RE: MTC's Continuation of the PTAP Program

Background:

The Metropolitan Transportation Commission (MTC) began the Pavement Technical Assistance Program (PTAP) in 1999 as a means of providing local jurisdictions with assistance in the implementation and update of their pavement management systems. PTAP assists cities and counties in maintaining compliance with Streets and Highways Code Section 2108.1, which requires every jurisdiction to be Pavement Management System (PMS) "certified" in order to receive state and federal funding for streets and roads. PTAP is funded through a combination of Surface Transportation Program (STP) funding and local match (88.53% and 11.57%, respectively). The STP funding for the program has ranged between \$500,000 and \$800,000 per funding cycle. Each year, PTAP funds approximately 30 pavement management projects across the region. Since 1999, PTAP has funded 246 pavement management projects and has assisted the region in maintaining a 90-95% certification rate. PTAP eligible activities include PMS implementation and maintenance, PMS/GIS integration, and pavement design.

Discussion:

The PTAP is currently in Round 7 of its programming year (FY 2005-06). In accordance with MTC's Transportation 2030, funding for PTAP, as a regional program, is slated to cease in FY 2006-07. MTC's Local Streets and Roads (LS&R) committee is beginning discussions for programming the PTAP after it expires in FY 06-07. Four possible program options to continue funding for the PTAP program are being discussed:

1. CMAs could fund the program from their discretionary STP funds. The program would be administered by MTC regionally.
2. CMAs would fund *and administer* the program for their own counties.
3. PTAP is funded as a regional program.
4. PTAP goes away.

The LS&R committee has requested to agendaize this item to their September 2nd meeting for further discussion. STA staff recommends sending a letter to MTC supporting the continuation of PTAP as a regional program. The STA will continue to monitor the discussion of the future of the PTAP program and will keep the TAC updated of any changes.

Recommendations:

1. Recommend the STA TAC send a letter to MTC supporting the continuation of PTAP as a regional program.
2. Recommend to the STA Board to send a letter to MTC supporting the continuation of PTAP as a regional program.

Pavement Technical Assistance Program (PTAP)

Key Facts about PTAP:

1. The program was begun in 1999 as a means of providing jurisdictions with assistance in the implementation and update of their pavement management systems.
2. PTAP assists jurisdictions in maintaining compliance with Streets and Highways Code Section 2108.1, which requires every jurisdiction to be pavement management system “certified” in order to receive state and federal funding for streets and roads
3. PTAP is funded through a combination of STP funding and local match (88.53% and 11.57% respectively). The STP funding for the program has ranged between \$500,000 and \$800,000 per round.
4. Each year, PTAP funds approximately 30 pavement management projects across the region.
5. Most PTAP projects are re-inspections of jurisdictions’ street and road networks and the updating of their pavement management databases.
6. In recent years, PTAP grants have also been used to assist jurisdictions in linking their pavement management data to their GIS systems, and for assisting jurisdictions with the PS&E portions of their projects.
7. PTAP ensures that MTC receives at least 30 “fresh” databases each year with which to update the regional shortfall projections.
8. Since 1999, PTAP has funded 246 pavement management projects and has assisted the region in maintaining a 90-95% certification rate
9. PTAP provides jurisdictions with a comprehensive analysis of their street/road network including—road conditions and trends, impacts of various budget options on the roadways, recommended repair programs, etc...
10. *Per Transportation 2030, funding for PTAP, as a regional program, is slated to cease in Fiscal Year 2006/2007.*

Program Options Post Round 9 (FY 07/08)

	Option	Impact
1.	CMAs could fund the program from their discretionary STP funds. The program would be administered by MTC regionally.	<p>1.) MTC would need to ensure that the amount of project funding in each county matched the amount contributed by each CMA. This would hamper MTC's flexibility in determining where the funding would be best used (i.e., small jurisdictions first).</p> <p>2.) Also, CMAs might not be consistent with the amount of STP contributed to the PTAP program each year.</p>
2.	CMAs would fund and administer the program for their own counties	<p>1.) MTC would not receive pavement management database updates for projections and certification purposes, directly from the jurisdictions from PTAP.</p> <p>2.) CMAs would incur costs of overhead for program administration (project management staff, contracting with consultants). This could create a nine-fold increase in administration costs which would cut into the amount of projects that could be funded by PTAP</p> <p>3.) CMAs could choose not to fund the program at all</p>
3.	PTAP goes away	<p>1.) Certification status will fall from 95% to approximately 60% causing mostly small jurisdictions to become ineligible for federal and state funding</p> <p>2.) MTC staff will not have accurate data for conducting regional shortfall projections for local streets and roads</p> <p>3.) Use of pavement management principles and best practices will decrease severely</p>
4.	PTAP is funded as a regional program	<p>1.) CMAs would have to agree to have PTAP funds taken "off the top" of the STP funding which would cut into their discretionary STP dollars</p> <p>2.) MTC Commission would have to reconsider T2030 plan</p>



DATE: August 19, 2005
TO: STA TAC
FROM: Jennifer Tongson, Assistant Project Manager
RE: 2006 STIP Programming

Background:

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

During the 2002 RTIP cycle, a total of \$33.5 million in programming capacity was available for Solano County. Those funds were primarily distributed into 5 projects: 1) the I-80/680 Interchange (\$10 M), 2) the Jepson Parkway (\$10 M), 3) the Vallejo Intermodal Station (\$5 M), 4) the Intermodal Rail Station Projects (for Fairfield/Vacaville, Dixon, and Benicia; \$5 M), and 5) Local Road Rehabilitation Projects (\$2 M). (The remaining \$1.5 M went to STIP planning, programming, and monitoring funds (STIP-PPM), and STIP reserve.)

Two years later, the 2004 STIP was at a virtual standstill due to the state budget crisis and the diversion of transportation funds to the General Fund. The 2004 STIP fund estimate provided a "Zero-STIP" where no additional STIP funds were made available to counties beyond what was currently programmed in the 2002 STIP. The 2004 STIP became a reprogramming exercise, pushing the 2002 STIP projects to later years to cover the five-year 2004 STIP period (FY 2004-05 to 2008-09).

No significant allocations have occurred in the STIP since June 2003. However, with the restoration of Proposition 42 funding to transportation in FY 2005-06, the California Transportation Commission (CTC) has resumed allocations in the STIP program beginning in July 2005. The CTC has proposed an allocation plan that would fully allocate FY 2005-06 programming in the following areas: public transportation account eligible projects, transportation enhancement projects, planning, programming and monitoring activities, and local bridge rehabilitation projects. In addition, the allocation plan would also make \$500 million available through September 2005, on a first come-first serve basis, for capacity increasing and operational improvements on highways and local roads.

Discussion:

The CTC is preparing for the 2006 STIP cycle, covering the period from FY 2006-07 to FY 2010-11. In August, the CTC postponed the approval of the 2006 Fund Estimate until the September 29th CTC meeting, which delays all CTC and MTC STIP deadlines accordingly. MTC is anticipating that the 2006 STIP will provide new funds in the outer years (FY 2009-10 and 2010-11), however, CTC is currently discussing the option of dedicating the new funds exclusively toward Public Transportation Account (PTA) eligible projects (i.e. transit projects).

In preparation for the 2006 STIP Fund Estimate, STA staff has been meeting with project sponsors to update the projects currently programmed in Solano County's RTIP. The primary purpose of the meetings is to review the status of the projects and update the STIP programming to the accurate years based on the project schedule. Attachments A and B show the current STIP and the proposed STIP, respectively.

As part of the 2002 STIP, approximately \$2 million in Solano County RTIP funds were programmed to 8 Local Streets & Roads projects (LS&R), one per agency. Those LS&R projects were pushed to FY 2006-07 during the 2004 STIP reprogramming exercise. According to the CTC's current allocation plan, local streets and roads rehabilitation projects fall low on the priority list. The likelihood of receiving a STIP allocation for local road rehabilitation projects in the near future is very slim. In order to move the projects forward, STA staff is proposing to "replace" the STIP funds with funds from the upcoming SAFETEA Cycle 3 STP funds for local road rehabilitation. Solano County is expected to receive approximately \$4.6 million in STP funds for LS&R from SAFETEA Cycle 3. Staff is proposing to replace the \$2 million in LS&R projects with \$2 million of STP funds. Projects programmed with Federal STP funds will require a local match of 11.47%. The project sponsors will be able to program the freed-up STIP funds to other STIP projects in their jurisdiction. However, for cities that do not have other projects in the STIP (Dixon, Rio Vista, and Suisun City), one option proposed is to contribute the funds to the Jepson Parkway project, which benefits the county by providing locals with an alternative to driving I-80, or the option to reprogram to another STIP eligible project in the county. STA staff is meeting with each city to discuss the options for the LS&R funding plan.

After the 2006 Fund Estimate is approved in September, MTC will release the Bay Area's countywide distribution. A special TAC meeting may be called in early October depending on MTC's schedule for submitting projects. STA staff will continue to monitor the progress of the 2006 STIP and keep project sponsors updated of any changes.

Recommendation:

Recommend the following to the STA Board:

1. Approve the fund strategy to replace the \$2 million in STIP funds for specified local streets and roads projects with \$2 million in SAFETEA Cycle 3 for the same specified local streets and roads projects; and
2. Review and comment on the updated STIP funding program (to be provided under separate cover).

Attachments:

- A. Current Solano County STIP Funding Program.
- B. Updated Solano County STIP Funding Program (to be distributed at the TAC meeting).



DATE: August 22, 2005
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: State Legislative Update – August 2005

Background:

Each year, STA staff monitors state legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its 2005 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities. A current Legislative Matrix is included as Attachment A.

Discussion:

Most of the bills that the STA Board has taken a position on are no longer active in the legislature. The two bills that are continuing to move forward are:

- SB 44 (Kehoe) regarding air quality improvements; STA Board sent a request for comments to the county and cities and has not received any response.
- SB 1024 (Perata) regarding a bond measure for seismic retrofit improvements; STA Board took a watch position.

Both of these bills are in the Assembly and scheduled for a third reading on August 23.

There are four bills concerning vehicle registration fees that would make funds available for transportation-related projects:

- SB 658 (Kuehl) – Bay and coastal motor vehicle mitigation program.
This bill would impose an annual fee of up to \$6 on registered vehicles within the 20 counties adjacent to the coast and San Francisco Bay (including Solano). The fee would only be collected in counties where the Board of Supervisors votes to participate in the program. Funds could be used for projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure. This bill has stopped moving through the legislature and been placed on suspense. On August 25, the Assembly Appropriations Committee will take an "up or down" vote to determine whether this bill fails or goes to the Assembly floor for consideration. The Solano County Board of Supervisors has supported this bill. Staff recommends a watch position.
- SB 680 (Simitian) – Congestion management and transportation improvements: Santa Clara Valley Transportation Authority.
Santa Clara VTA is the sponsor of this bill, which is supported by MTC. The bill would authorize the SCVTA to adopt an annual vehicle registration fee of up to \$5 per vehicle to finance traffic and transportation improvements in Santa Clara County. On August 25, the

Assembly Appropriations Committee will take an “up or down” vote to determine whether this bill fails or goes to the Assembly floor for consideration. Staff recommends a watch position.

- AB 1208 (Yee) – Local vehicle registration fee: San Francisco.
The City and County of San Francisco are the sponsors of this bill that would authorize the San Francisco Board of Supervisors to collect a fee (in an amount set by the board) at the time of registration or renewal of registration of every vehicle registered to an address within the city and county. Funds would be distributed by the DMV to the county for the construction, improvement, operation, and maintenance of local streets and highways in the county. This bill is scheduled for a third reading in the Senate on August 23. Staff recommends a watch position.
- AB 1623 (Klehs) – Management of Traffic Congestion and Environmental Mitigation of Transportation in Alameda, Contra Costa, Marin, Napa and Sacramento Counties.
The Alameda County Congestion Management Agency is the sponsor of this bill, and four other transportation agencies have joined as co-sponsors to be included in the bill. The bill would authorize the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of the environmental impacts of motor vehicles within those counties. The multi-county bill specifies that only environmental programs directly related to the impacts of motor vehicles are eligible for funding. With over 3 million registered vehicles in those five counties, \$15 million would be generated to support their local programs. This bill is scheduled for a third reading in the Senate on August 23. Staff recommends a watch position.

These four bills are addressed by the STA 2005 Legislative Priorities and Platform:

Priority Number 1:

- Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.

Priority Number I. 3:

- Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

Priority Number V. 13:

- Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.

As this year’s Legislative session comes to a close, staff is starting to put together recommendations for the 2006 legislative platform and priorities. A draft will be presented at the September TAC and Consortium meetings for forwarding to the STA Board.

Recommendation:

Forward a recommendation to the STA Board to adopt a Watch position on the following:

1. SB 658 (Kuehl)
2. SB 680 (Simitian)
3. AB 1208 (Yee)
4. AB 1623 (Klehs)

Attachment:

- A. Legislative Matrix, August 2005

**Solano Transportation Authority
Legislative Matrix
August, 2005
State Legislation**

State Legislation Bill/Author	Subject	Status	STA Position
AB 850 (Canciamilla) Toll Road Agreements	This bill would allow the Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes.	ASM Appropriations, held under submission 5/25/05	Watch closely 06/08/05
AB 1208 (Yee) Local vehicle registration fee: San Francisco	Authorizes the City and County of San Francisco Board of Supervisors to impose a fee in an amount to be established by the board to be paid at the time of registration or renewal of every vehicle registered at an address within the city and county of San Francisco. Provides that the funds may be used for the construction, improvement, operation, and maintenance of local streets and highways in the county. (Amended 4/14/05)	SEN Third reading scheduled for 8/23/05	
AB 1266 (Niello) State highways: design-sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations, held under submission 5/25/05	Support 06/08/05
AB 1623 (Klehs) County vehicle registration fee: Alameda, Contra Costa, Marin, Napa and Sacramento	Authorizes the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of the environmental impacts of motor vehicles within that county. Specifies that only environmental programs that directly relate to the impacts of motor vehicles are eligible for funding. (Amended 6/28/05)	SEN Third reading scheduled for 8/23/05	

State Legislation Bill/Author	Subject	Status	STA Position
ACA 4 (Plescica and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Comm. on Transportation 5/10/05	Support 02/09/05
ACA 7 (Nation) Local Gov. Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations ref. to APR suspense file 5/18/05	Support 02/09/05
ACA 10 (Nunez) Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee 3/18/05	Watch 05/11/05
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	Referred to Committee on Transportation 4/21/05	Watch 05/11/05
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	ASM to third reading 8/23/05	Request comments from cities & counties 05/11/05
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	ASM Committee on Transportation 6/13/05	Watch 05/11/05

State Legislation Bill/Author	Subject	Status	STA Position
SB 371 (Torlakson/Runner) Design-build contracts: transportation entities	Would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects.	SEN Appropriations, held under submission 5/26/05	Support 07/13/05
SB 658 (Kuehl) Bay & coastal motor vehicle mitigation program	Would make available a coordinated state-local funding option for addressing a range of environmental problems resulting from motor vehicles and their associated infrastructure in coastal and bay counties. Authorizes the Coastal Environment Motor Vehicle Mitigation Program, administered by both the state and participating counties, which would enable counties to opt into a dedicated funding source to support appropriate projects. Motor vehicle registration fee of up to \$6/year would be collected only in counties where the Board of Supervisors votes to participate in the program. Funds could only be used for projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure. Program would sunset in 2020.	ASM Appropriations, placed in suspense file 6/29/05	
SB 680 (Simitian) Santa Clara County vehicle registration fees	Authorizes the Santa Clara Valley Transportation Authority (VTA) board of directors, beginning July 1, 2006, to impose (by a 2/3 vote) an annual fee of up to \$5 on each motor vehicle registered within Santa Clara County. Fee would terminate July 1, 2014. Revenues generated by the fee would go towards a program of projects to be adopted by the VTA that would be based on street and highway improvement projects specified in the county's congestion management program and transit improvements specified in the Caltrain Joint Powers Board Rapid Rail Program. Requires VTA to provide a report to the Legislature on the impact of the fee and its cost-effectiveness by July 1, 2013. (Amended 4/12/05)	ASM Appropriations, placed in suspense file 6/29/05	
SB 705 (Runner) Design Build Contracts	Would authorize the Dept. of Transp. to contract using the design-build process, as defined, for design and construction of transportation projects. Bill would require establishing a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (4/19/05 hearing cancelled at request of author)	Support in Concept 06/08/05
SB 1024 (Perata) Seismic Retrofit Improvements: Bond Measure	This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.	SEN to third reading 8/23/05	Watch 05/11/05

**California Legislature
2005-06 Regular Session Calendar**

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



DATE: August 16, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Amendment of State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds are to be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

Solano County receives approximately \$420,000 per fiscal year in STAF funds. STAF funds have been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several transit studies, funding transit marketing activities, covering new bus purchase shortfalls on start up new intercity services when the need arises, and supporting STA transportation planning efforts.

Each year member agencies, through their Intercity Transit Consortium member, and STA staff submit candidate projects/programs for STAF funding for both the Northern Counties and the Regional Paratransit and the final list is approved by the STA Board. In June 2005, the STA Board approved the attached FY 2005-06 list of projects and a preliminary list for FY 2006-07 (Attachments A and B). MTC refers to these lists to ensure there is consistency with STAF claims submitted by various Solano transit operators.

Discussion:

Subsequent to the approval for the STAF project lists, additional requests have been received for FY 2005-06. These are:

- \$60,000 by the City of Fairfield for a consultant to study the location and various other aspects of the Fairfield's Central Transit Station (see letter, Attachment C);
- \$12,000 by STA to amend the Safe Routes to School/Transit study contract;
- \$10,000 by STA for an amendment to the existing consultant contract to incorporate modeling needs for the Auburn to Oakland Commuter Rail Study.

The City of Fairfield's request is to move forward their original request for \$60,000 of funding in FY 2006-07 by one year. There is capacity in the FY 2005-06 STAF balance to accommodate the City of Fairfield and the STA request. This will reduce the carryover into FY 2006-07. The STAF funding requests in FY 2006-07 will be reduced by \$60,000 as well.

The STA request for \$12,000 to amend the Safe Routes to School/Transit study is to incorporate a request by the TAC. The TAC requested that analysis of safe routes to major transit hubs be added to the scope of work and this funding is to cover the cost of this additional work. Additional modeling work needs to be completed by the modeling consultant contracted for the Auburn to Oakland Commuter Rail study. All the Study partners have been requested to contribute \$10,000 toward this work.

One further proposed change is non-financial. Currently, the FY 2005-06 Regional Paratransit STAF projects includes a \$34,000 project for Solano Paratransit Vehicles Capital Replacement. Solano Paratransit vehicles are proposed to be given an enhanced identity through vehicle wraps that have been presented to the TAC and Consortium recently. It is proposed that in lieu of reserving funds for additional vehicles that the FY 2005-06 allocation be used to fund the Solano Paratransit vehicle wraps. This project is proposed to be renamed Paratransit Vehicle Enhancements (Solano Paratransit).

See proposed revised project list for FY 2005-06 (Attachment D) and revised preliminary project list for FY 2006-07 (Attachment E).

Fiscal Impact:

The attached proposed amendments to the STAF funding for FY 2005-06 and preliminary FY 2006-07 will be reflected in the mid-year update for the proposed FY 2005-06 and FY 2006-07 Solano Transportation Authority budgets.

Recommendation:

Recommend to the STA Board to approve an amendment to the FY 2005-06 STAF project list on Attachment C and the preliminary FY 2006-07 STAF project list on Attachment D.

Attachments:

- A. Approved STAF Program Allocation for FY 2005-06
- B. Approved Preliminary FY 2006-07 STA project list
- C. City of Fairfield letter
- D. Proposed Amended STAF Program Allocation for FY 2005-06
- E. Proposed Amended STAF Preliminary FY 2006-07 STA project list

Final¹
State Transit Assistance Funds Program
Allocation for FY2005-06

Northern Counties STAF

<i>Revenue Estimates</i>	<u>FY05-06</u>
Projected FY 2004-05 Carryover ²	\$134,965
FY 2005-06 STAF Estimate (MTC, 2/05) ³	<u>\$560,939</u>
Total.....	...\$695,904

<i>Projects/Programs</i>	
Intercity Transit Operations Assistance (VT, Rt. 85)	\$175,000
Intercity Transit Operations Assistance (FST, Rt. 30)	\$ 35,000
Transit Planning & Studies (STA)	\$105,000
SolanoLinks Marketing (STA)	\$ 98,000
Transit Consolidation Study (STA)	\$ 40,000
Dixon Medical Shuttle ⁴ (Dixon)	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁵ (Dixon)	\$ 10,000
Lifeline Program Administration (STA)	\$ 15,000
Lifeline Projects Match	\$ 27,000
Expenditure Plan (STA)	\$ 28,000
<u>ITS Transit Equipment (FST)</u>	<u>\$ 45,000</u>
TOTAL.....	..\$588,000

Balance	\$107,904
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Regional Paratransit

<i>Revenue Estimates</i>	<u>FY05/06</u>
Projected FY 2004-05 Carryover	\$ 17,947
FY2005-06 STAF Estimate	<u>\$175,997</u>
Total.....	..\$193,944

<i>Projects/Programs</i>	
Vallejo Paratransit Operations (VT)	\$ 88,000
Paratransit Vehicles Capital Replacement Fund (Solano Paratransit)	\$ 34,000
Paratransit Coordination, PCC (STA)	\$ 36,944
<u>Solano Paratransit Assessment Study (STA)</u>	<u>\$ 35,000</u>
TOTAL	\$193,944

Balance	\$ 0
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¹ Approved by STA Board 06/05

² Includes \$120,000 returned to STA in FY04-05 for unused funds previously allocated to transit studies in Vallejo and Fairfield

³ State Transit Assistance Population Based Funds Estimate from MTC Resolution 3686 02/23/05

⁴ Approved by STA Board 01/05; Yr 2 of 3-yr funding

⁵ 2nd year of match for MTC LIFT 3-yr project grant

Preliminary Draft
State Transit Assistance Funds Program
Allocation for FY2006-07

Northern Counties STAF

<i>Revenue Estimates</i>	<u>FY06-07</u>
Projected FY 2005-06 Carryover	\$107,904
<u>FY 2006-07 STAF Estimate¹</u>	<u>\$560,939</u>
Total.....	\$668,843

<i>Projects/Programs</i>	
Transit Planning & Studies (STA)	\$110,000
SolanoLinks Marketing (STA)	\$ 98,000
Dixon Medical Shuttle ² (Dixon)	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ³ (Dixon)	\$ 10,000
Lifeline Program Administration (STA)	\$ 15,000
Lifeline Project Match	\$ 27,000
Expenditure Plan ⁴ (STA)	\$ 30,000
Fairfield Local Transit Study (FST)	\$ 60,000
Intercity Transit Operations Assistance ⁵ (VT & FST)	\$150,000
<u>Transit Consolidation Implementation Study (STA)</u>	<u>\$ 35,000</u>
TOTAL.....	..\$ 545,000

Balance	\$ 123,843
---------	------------

Regional Paratransit

<i>Revenue Estimates</i>	<u>FY06-07</u>
Projected FY 2005-06 Carryover ¹	\$ 0
<u>FY2006-07 STAF Estimate</u>	<u>\$175,997</u>
Total.....	\$175,997

<i>Projects/Programs</i>	
Vallejo Paratransit Operations (VT)	\$ 88,000
Paratransit Vehicles Capital Replacement Fund (Solano Paratransit)	\$ 34,000
Paratransit Coordination, PCC (STA)	\$ 40,000
<u>Benicia 5310 Vehicle Match (Benicia)</u>	<u>\$ 13,997</u>
TOTAL	\$175,997

Balance	\$ 0
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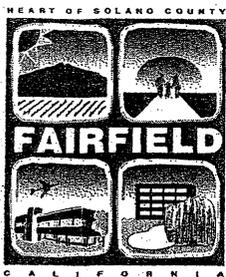
¹ Assumes STAF revenues constant at FY2005-06 estimated level

² Yr. 3 of 3 yr funding

³ 3rd yr of match for MTC LIFT 3-yr project grant

⁴ If needed

⁵ Rt. 30 2nd yr; Rt. 85 3rd yr; Rt. 70 1st yr



Home of
Travis Air Force Base

CITY OF FAIRFIELD

Founded 1856

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

ATTACHMENT C

Incorporated December 12, 1903

707.428.7635
FAX 707.426.3298

AUG 15 2005

COUNCIL

Mayor
Karin MacMillan
707.428.7395
Vice-Mayor
Harry T. Price
707.429.6298
Councilmembers
707.429.6298
Jack Batson
John English
Marilyn Farley

City Manager
Kevin O'Rourke
707.428.7400

City Attorney
Greg Stepanicich
707.428.7419

City Clerk
Arletta K. Cortright
707.428.7384

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Services
707.428.7465

Finance
707.428.7496

Fire
707.428.7375

Human Resources
707.428.7394

Planning &
Development
707.428.7461

Police
707.428.7551

Public Works
707.428.7485

Department of Public Works

August 2, 2005

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

RE: Advance of STAF Funds from FY 2006-2007 to FY 2005-2006

Dear Mr. Halls:

The City of Fairfield respectfully requests an advance of sixty thousand dollars (\$60,000) in STAF funds programmed in FY 2006-2007 to be available in FY 2005-2006. These funds will be used to hire a consultant to study the location of Fairfield's Central Transfer Station (CTC) project, revise existing Fairfield/Suisun Transit (FST) routing, and to develop future FST routing scenarios based on the recommended location and General Plan land use and density. The proposed plan would also generate a cost/benefit analysis for the CTC project.

The City of Fairfield intends to combine these funds with monies received from MTC to complete a Short Range Transit Plan update. By combining the funds, the City hopes to realize a cost savings by issuing a single RFP.

Thanks in advance for your consideration of this request. Should you have any questions or need additional information, please contact me at (707) 428-7768, or via e-mail gfink@ci.fairfield.ca.us

Sincerely,

George K. Fink
Transit Manager

cc: Mike Duncan, Asst. Public Works Director – Transportation
Elizabeth Richards, Program Director

Preliminary
State Transit Assistance Funds Program
Allocation for FY2006-07

Northern Counties STAF

<i>Revenue Estimates</i>	<u>FY06-07</u>
Projected FY 2005-06 Carryover	\$ 25,904
<u>FY 2006-07 STAF Estimate¹</u>	<u>\$560,939</u>
Total.....	\$586,843

<i>Projects/Programs</i>	
Transit Planning & Studies	\$110,000
SolanoLinks Marketing	\$ 98,000
Dixon Medical Shuttle ²	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ³	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 27,000
Expenditure Plan ⁴	\$ 30,000
Intercity Transit Operations Assistance ⁵	\$150,000
<u>Transit Consolidation Implementation Study</u>	<u>\$ 35,000</u>
TOTAL.....	\$ 485,000

Balance **\$ 101,843**

Regional Paratransit

<i>Revenue Estimates</i>	<u>FY06-07</u>
Projected FY 2005-06 Carryover ¹	\$ 0
<u>FY2006-07 STAF Estimate</u>	<u>\$175,997</u>
Total.....	\$175,997

<i>Projects/Programs</i>	
Vallejo Paratransit Operations	\$ 88,000
Paratransit Vehicles Capital Replacement Fund	\$ 34,000
Paratransit Coordination, PCC	\$ 40,000
<u>Benicia 5310 Vehicle Match</u>	<u>\$ 13,997</u>
TOTAL	\$175,997

Balance **\$ 0**

¹ Assumes STAF revenues constant at FY2005-06 estimated level

² Yr. 3 of 3 yr funding

³ 3rd yr of match for MTC LIFT 3-yr project grant

⁴ If needed

⁵ Rt. 30 2nd yr; Rt. 85 3rd yr; Rt. 70 1st yr



DATE: August 23, 2005
TO: STA TAC
FROM: Daryl Halls, Executive Director
Jennifer Tongson, Assistant Project Manager
RE: Project Study Report Overview

Background:

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

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

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

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

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

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

The justification for the order of criteria is as follows:

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

Discussion:

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

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

STA staff met with most of the cities, the county and Caltrans in mid-August to discuss the status of projects on the highway system. Most of the agencies have a sequence of projects that are expected to generate highway improvements. However, they are in support of local interchange improvements that require substantial dialogue to determine the appropriate funding plan contributions. Caltrans submitted an update on the SHOPP work for the county. Most of the work was proceeding in maintenance to STA program categories that relate to maintaining the infrastructure and do not require input from the STA and local agencies at this time.

Within the next couple of months, the STA will be working closely with Caltrans and the local agencies to discuss prioritizing and categorizing specific PSR projects. The STA has dedicated \$150,000 in both its FY 2005-06 and FY 2006-07 budgets for PSR work. The STA may perform one PSR per year (\$150,000/project) or opt to combine the funds from the two years (\$300,000/project) to perform one larger PSR.

Recommendation:

Informational.

Attachments:

- A. Mid-Term Projects (from I-80/I-680/I-780 Corridor Study, 7/14/04)
- B. Recommended Local Interchange Improvements Prioritized by Local Jurisdiction (from I-80/I-680/I-780 Corridor Study, 7/14/04)

FUNDED NEAR-TERM PROJECTS – For Information Only

- 1A Leisure Town Rd Park & Ride
- 1B Bella Vista Rd Park & Ride
- 1C Fairfield Transportation Center – Phase 2
- 1D Red Top Rd Park & Ride – Phase 1
- 1E Leisure Town Rd Interchange Improvement
- 1F Widen EB I-80 / WB I-680 to SR-12 (E)
("Aux" lane project underway)

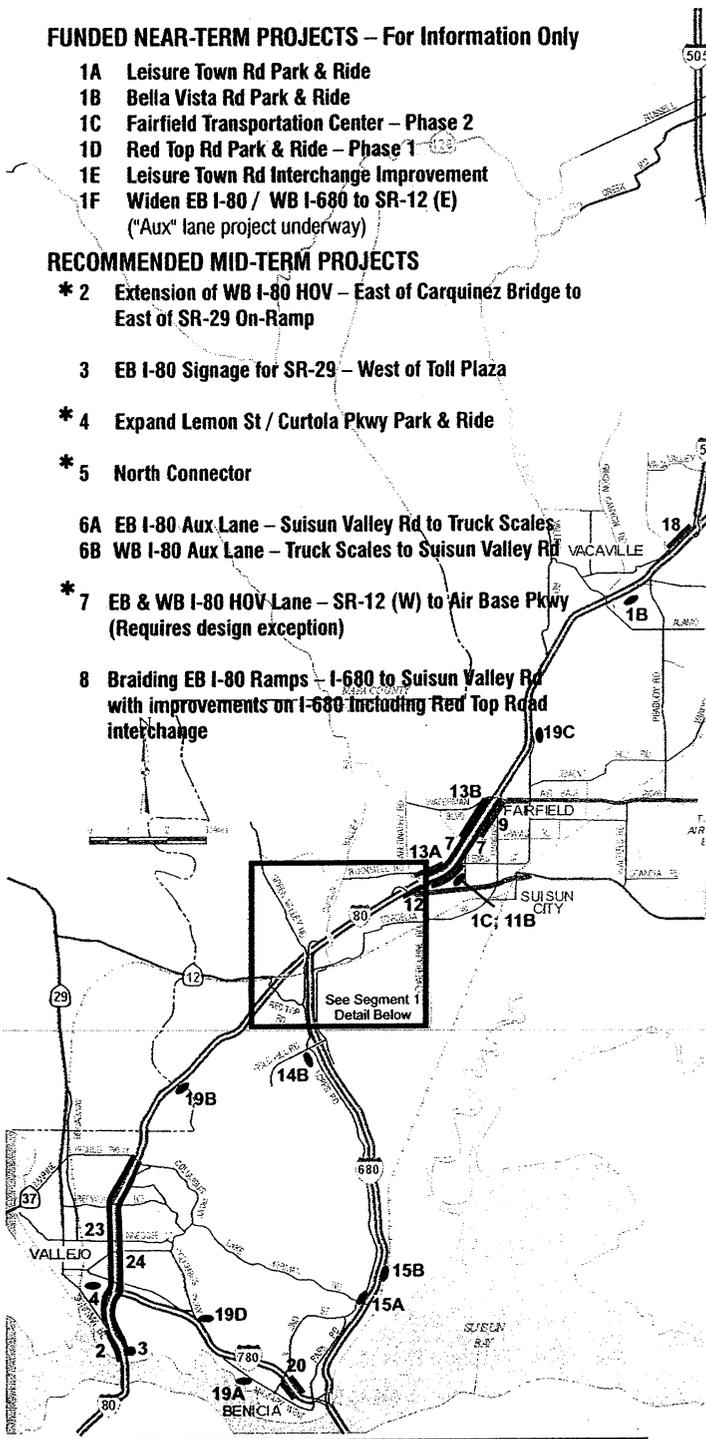
RECOMMENDED MID-TERM PROJECTS

- * 2 Extension of WB I-80 HOV – East of Carquinez Bridge to East of SR-29 On-Ramp
- 3 EB I-80 Signage for SR-29 – West of Toll Plaza
- * 4 Expand Lemon St / Curtola Pkwy Park & Ride
- * 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley Rd to Truck Scales
- 6B WB I-80 Aux Lane – Truck Scales to Suisun Valley Rd
- * 7 EB & WB I-80 HOV Lane – SR-12 (W) to Air Base Pkwy
(Requires design exception)
- 8 Braiding EB I-80 Ramps – I-680 to Suisun Valley Rd with improvements on I-680 including Red Top Road interchange

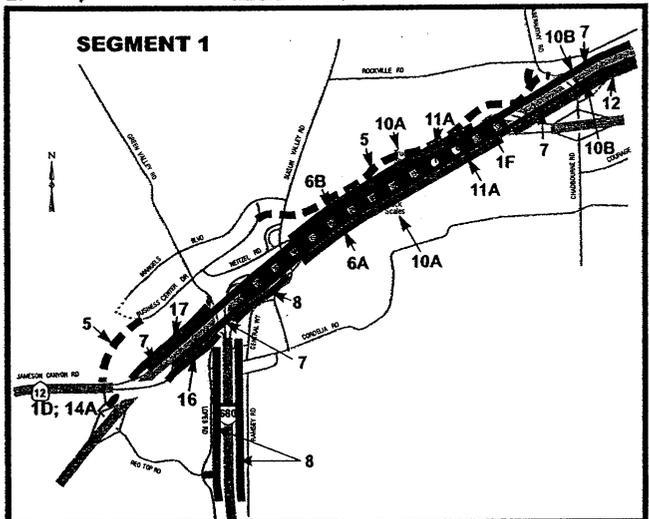
- 9 EB I-80 Aux Lane – Travis Blvd to Air Base Pkwy
- 10A Relocation / Reconstruction of Truck Scales
- 10B Upgrade Project 7 to Full Caltrans Standards
- 11A WB & EB I-80 Aux Lane – SR-12 (E) to Suisun Valley Road
- 11B Improvement / Expansion of Fairfield Transportation Center – Phase 3
- 12 EB I-80 Mixed Flow Lane – SR-12 (E) to Beck Av merge
- 13A WB I-80 Aux Lane – W. Texas St to Abernathy Rd
- 13B WB I-80 Aux Lane – Waterman Bl to Travis Bl
- 14A Red Top Rd Park & Ride – Phase 2
- 14B Gold Hill Rd Park & Ride
- 15A Lake Herman Rd / Vista Point Park & Ride
- 15B Benicia Intermodal Terminal
- 16 Braid EB I-80 Ramps – SR-12 (W) to Green Valley Rd
- 17 WB I-80 Aux Lane – Green Valley Rd to SR-12 (W)
- 18 I-80 / I-505 Weave Correction Project
- 19A Benicia - Downtown Area Park & Ride
- 19B Hiddenbrooke Pkwy Park & Ride
- 19C North Texas St Park & Ride
- 19D Columbus Pkwy & Rose Dr Park & Ride
- 20 EB / WB I-780 Stripe Aux Lane – 2nd St to 5th St
- 21 I-80 / Pitt School Rd Interchange Improvement
- 22 North First St Park & Ride
- 23 WB I-80 HOV Lane – Carquinez Bridge to SR-37
- 24 EB I-80 HOV Lane – Carquinez Bridge to SR-37 with Ramp Improvements at Redwood Parkway

LEGEND

- HOV Lane
- Auxiliary Lane or Lane Add
- Park and Ride



See Segment 1 Detail Below



* Projects which are currently partially funded.

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
Figure 0-2
MID-TERM PROJECTS
IN ORDER OF PRIORITY

Table 0-5 Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	\$4.3	
	2	I-780/E 2nd St/E 5th St	3	\$3.0	
	3	I-780/Southampton Rd/E 7th St	3	\$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	\$6.9	
	5	I-680/Lake Herman Rd	4	\$14.8	
	6	I-780/Military West	3	\$1.5	
Dixon	1	I-80/Pedrick Rd	7	\$18.8	
	2	I-80/West A St/Dixon Ave	7	\$22.8	
	3	I-80/Pitt School Rd	7	\$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	\$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	\$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	\$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Solano County	1	I-680/Marshview Rd	4	\$7.8	
	2	I-680/Parish Rd	4	\$5.8	
	3	I-80/Kidwell Rd	7	--	No Proposed Improvement
	4	I-80/SR-113 (North)	7	--	No Proposed Improvement
Vacaville	1	I-80/Alamo Dr/Merchant St	6	\$10.5	
	2	I-80/California Dr Over-crossing and Cherry Glen Rd off-ramp	6	\$20.2	
	3	I-80/Lagoon Valley Rd/Cherry Glen Rd	6	\$14.4	
	4	I-80/Pena Adobe Road/Cherry Glen Rd	6	\$30.6	
	5	I-80/Davis St	6	--	Included as Long Term Project 41
	6	I-80/Midway Rd	7	\$24.0	
	7	I-80/Weber Rd/Meridian Rd	7	\$24.5	
	8	I-80/Peabody Rd/Mason St/Elmira Rd	6	--	No Proposed Improvement
Vallejo	1	I-80/Tennessee St	2	\$66.4	
	2	I-80/Redwood St	2	Alt 1: \$12.8 Alt 2: \$52.1	
	3	I-80/Georgia St	2	\$1.5	
	4	I-80/Springs Rd/Solano Ave/Magazine St/Sequoia Ave/Maritime Academy Dr	2	--	Included as part of Long Term Project 45
	5	American Canyon Rd	2	Alt 1: \$2.2 Alt 2: \$8.4	
	6	I-780/Glen Cove Pkwy	3	\$1.3	
	7	I-780/Cedar St	3	--	Included as part of Long Term Project 28



DATE: August 25, 2005
TO: STA TAC
FROM: Dale Dennis, Project Consultant
RE: I-80/I-680 Interchange and North Connector Project Update

To be provided under separate cover.



DATE: August 19, 2005
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Update of Small UZA Payback Plan

Background:

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

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

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

On October 6, 2004, MTC sent a letter to Caltrans strongly opposing this plan and proposing Caltrans work directly with Santa Rosa City Bus to remedy this situation. Additionally, the STA, Napa County Transportation Planning Agency (NCTPA), Santa Clara Valley Transportation Authority (VTA), and the City of Fairfield, the City of Vacaville and Vallejo Transit sent letters to Caltrans strongly opposing this proposed plan.

Due to the opposition communicated from the above agencies, Caltrans responded to MTC and informed them that funding for small transit operators located in the Bay Area would not be reduced for FY 2004-05 and they would continue to seek repayment of these funds from Santa Rosa. However, Caltrans did not say they were abandoning the proposal and reiterated that a deficit exists in the Governor's Apportionment because of the advance to Santa Rosa and the issue would need to be resolved.

Discussion:

Since last bringing this issue to the TAC and Consortium's attention in the Spring of 2005, STA staff has continued to monitor the situation. A final solution has not been determined.

However, Caltrans has not given any indication that they will pursue “repayment” from the Bay Area small operators. The recent passage of the Federal Reauthorization legislation (SAFETEA) is likely to have increased the options available to Caltrans. The STA will continue to work with MTC to monitor the situation.

Recommendation:
Informational.



DATE: August 10, 2005
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Status of SR 12 Transit Corridor Study

Background:

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

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

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

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

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

The SR 12 Transit Corridor Study will include the following major tasks:

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

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

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

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

Two public input meetings have been held as follows:

- June 27, Napa Airport
- June 28, Rio Vista City Hall

A third public meeting for the Suisun-Fairfield area has also been scheduled for Monday, August 29, 2005 from 5:00 p.m. to 6:30 p.m. at the Solano Community College Board Room. Members of the SR 12 Steering Committee, Consortium and TAC are invited to attend.

Discussion:

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

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

After input is received from the third public meeting (August 29) and the next SR 12 Steering Committee (September 16), final revisions will be made to the report to complete the proposed service plan, phasing, cost estimates and a funding plan. It is expected that the final report will be drafted for a recommendation at the September 28 Consortium and TAC meetings and then submitted to the STA Board and NCTPA Board for their review and approval in October.

Recommendation:

Informational.

Attachment:

- A. "State Route 12 Corridor Study, Existing Conditions and Service Plan Draft August 2005" (Separate Enclosure)

**A copy of the
State Route 12 Transit Corridor Study
has been provided to the
Technical Advisory Committee members
under separate enclosure.**

**You may obtain a copy of the
State Route 12 Transit Corridor Study
by visiting the STA website: www.solanolinks.com
or contact our office at
(707) 424-6075.**

Thank you.



DATE: August 23, 2005
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: Status of Pedestrian Priority Projects

Background:

The Solano Transportation Authority's Pedestrian Advisory Committee's (PAC) primary function is to monitor, update, and implement the Solano Countywide Pedestrian Plan, adopted by the STA Board on October 13, 2004. The Plan identifies pedestrian facility improvements from projects submitted by the STA's member agencies with at least one significant project per agency (see Attachment A). The projects list also includes a recent amendment to include Solano County's Old Town Cordelia Improvement Project as a priority project for Solano County.

The PAC collaborates with the STA's Bicycle Advisory Committee (BAC) to recommend projects to the STA Board to approve funding for Transportation Development Act (TDA) Article 3 funds and Metropolitan Transportation Commission's (MTC) Regional and County Bicycle/Pedestrian Program. Approximately \$2.3 million will be available through these two programs for Solano County bicycle and pedestrian projects over the next 3 years.

Discussion:

The PAC members are reviewing the current list of pedestrian projects identified in the Countywide Pedestrian Plan and will begin to prioritize the projects over the next few months. Initially, the PAC members made a request to have project sponsors provide a presentation to the committee on the status of their pedestrian projects as part of their review. However, at the July 21, 2005 PAC meeting, the PAC directed STA staff to work with the project sponsors to schedule field visits at the actual project locations in early September 2005. The field visits are anticipated to include the project sponsor providing a brief overview of the project area, a description of project need, and a description of the vision for the proposed pedestrian facility improvements.

The field visits will be arranged to meet the times and dates that will be convenient for the project sponsor and PAC members. The visits may involve multiple stops depending on the amount of projects listed in the plan for each agency. Staff will work to schedule these visits immediately following the August 31, 2005 TAC meeting.

The PAC and the Bicycle Advisory Committee (BAC) are also updating guidelines for the TDA Article 3 and County Bicycle/ Pedestrian Program. Once the revised pedestrian and bicycle projects are established, it is expected that the updated guidelines will be used to approve funding commitments for those projects beginning in the FY 2006-07 through FY 2008-09 timeframe.

Recommendation:

Informational.

Attachment:

- A. Countywide Pedestrian Plan's Solano County Pedestrian/TLC Projects



Table 2.1: Solano County Pedestrian/TLC Projects

(Note: Highlighted projects are highest current priority pedestrian improvements for each agency.)

#	Name	Agency	Description (see Section 6.0 for more detail)	Project Type*	Status**	Location	Costs Accounted In Other CTP Elements		Contact Info
							Separate Ped Project/ Enhancement Cost	Costs Accounted In Other CTP Elements	
1	Park Road Bike Lane and Sidewalks	City of Benicia	Class II bike lane along both sides of Park Road from Adams Street to Oak Road and terminus of the Benicia Martinez Bridge bike path. This project improves bicycle and pedestrian safety and accessibility between downtown Benicia and the bridge bike path. This project also closes a major gap in the San Francisco Bay Trail.	Connection	A/C	Park Road from Adams to Oak Street	\$300,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
2	First Street Streetscape and Parking Enhancements	City of Benicia	Construction improvements for decorative sidewalks and enhancements such as benches, decorative lighting, landmarks, signage, curb extensions, bus stop facilities, trees, and other special features in Benicia's historic downtown district on First Street.	Crossing/ Connection/ District/Transit	A/C	First Street	\$2,000,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
3	Benicia High School Access Improvement Project	City of Benicia	Installation of a traffic signal at the intersection of Military West and West 11th Street at Benicia High School, and other improvements to manage drop-off and pick-up traffic and to improve pedestrian safety.	Crossing/ Connection	A/C	Intersection of Military West & West 11th Street at Benicia HS	\$350,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
4	Benicia Intermodal Train Station	City of Benicia	Construction of a new intermodal transit station near the Benicia Industrial Park, including pedestrian facilities connecting to nearby areas.	Transit	P	West of I-680 near Lake Herman Road	\$3,000,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
5	State Park Road/I-780 Bike/Pedestrian Bridge	City of Benicia	Widening of an existing bridge or construction of a separate Class I bridge facility at State Park Road to accommodate bicycle and pedestrian traffic from the Ross Drive/ Columbus Parkway intersection to the Benicia State Park.	Crossing/ Connection	A/C	State Park Road at I-780	\$2,500,000		Tonya Gilmore, Management Asst. II 746-4334 tgilmore@ci.benicia.ca.us
6	Vallejo Ferry Station Pedestrian and Streetscape Enhancements	City of Vallejo	Project will improve pedestrian linkages between the Vallejo Baylink ferry dock, the existing terminal building, the proposed Vallejo Station parking structure, landside transit facilities including regional bus stops, and an off-street bus transfer facility.	District/ Transit	C	Downtown Vallejo waterfront, generally one block	\$4,000,000		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
7	Downtown Vallejo Renaissance Project	City of Vallejo	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative crosswalks; sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	District/ Crossing	A/C	Downtown Vallejo	\$5,500,000		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
8	Mare Island Bicycle and Pedestrian Access Improvements	City of Vallejo	Construction of a pedestrian and bicycle network to connect to residential, recreational, employment, and education uses throughout the island.	Corridor/ Connection	A/C	Mare Island	\$10,000,000 (private)		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
9	Wilson Avenue Improvement Project	City of Vallejo	Street corridor project includes pedestrian paths and amenities along the waterfront north of Mare Island Causeway. Includes a key segment of the SF Bay Trail/Bay Area Ridge Trail.	Corridor/ Connection	P	Wilson Avenue	\$1,000,000		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
10	River Park Project	City of Vallejo/ Greater Vallejo Recreation District	River Park is a major waterfront park and wetland restoration project including a segment of the Bay Trail, continuing north from the Wilson Avenue Improvement Project.	Corridor/ Connection	P	Vallejo waterfront from Mare Island Causeway to Sims Street	\$800,000 ped elements (\$5,800,000 District total)		Hew Hesterman, Planner, Greater Vallejo Recreation District 648-4602 hew@gvrd.org
11	Vallejo Bay/Ridge Trail Connector	STA/City of Vallejo	Connection from the existing regional Bay Trail/Ridge Trail east of the Carqueinez Bridge along and under I-80 to Highway 29, at terminus of bike/pedestrian pathway across Carqueinez Bridge.	Connection	P	along I-80 from Glen Cove to Sonoma Boulevard	\$600,000		Taner Aksu, Senior Engineer, City of Vallejo 648-4300 taksu@ci.vallejo.ca.us

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Table 2.1: Solano County Pedestrian/TLC Projects (cont'd)

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description (see Section 6.0 for more detail)	Project Type*	Status**	Location	Costs Accounted in Other CTP Elements	Separate Ped Project/Enhancement Cost	Contact
12	Red Top Road Overcrossing	Solano County/ STA	Extension of Red Top Road with an overcrossing of Highway 12; part of the Highway 12 improvement project between I-80 and Rte. 29 - assumes a bike/ped addition to vehicular o.c. project	Connection	P	Red Top Road in the Green Valley area	\$800,000		Mike Duncan, Director of Projects, STA 424-6075
13	Homeacres Avenue Improvement Project	Solano County	Construct a sidewalk on Homeacres Avenue to link existing sidewalks on Benicia Road to a pedestrian overcrossing over I-780, leading to a local elementary school	Connection	Cand./C	Homeacres Avenue from Benicia Road to south of Taylor Avenue		\$165,000	Paul Wiese, Engineering Manager (707) 421-6072 pwiese@solanocounty.com
14	Fulton Avenue Improvement Project	Solano County	Construct a sidewalk on Fulton Avenue to provide a central pedestrian corridor for the Homeacres area of unincorporated Vallejo	Connection	Cand./C	Fulton Avenue from existing sidewalk west of Gilcrest Avenue to Old Glen Cove Road		\$407,000	Paul Wiese, Engineering Manager (707) 421-6072 pwiese@solanocounty.com
15	Old Town Cordelia Improvement Project	Solano County, City of Fairfield	Project will improve pedestrian/bicycle access along Cordelia Road between Lopes Road and Pittman Road by constructing a pedestrian/bicycle path. The project also includes gateway signs, historical markers, trees and lighting.	District/ Connection	A/C&P	Cordelia Rd between Lopes Rd and Pittman Rd	\$700,000		Paul Wiese, Engineer 421-6072 pwiese@solanocounty.com
16	Jepson Parkway Concept Plan	Cities of Fairfield, Suisun, Vacaville; Solano County	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycles and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Corridor/ Transit/ Crossing	A/C	Jepson Parkway in Fairfield, Suisun City and Vacaville	\$15,600,000		Fairfield, Vacaville, and Solano County Public Works staff
17	West Texas Street Gateway Project	City of Fairfield	The project will enhance pedestrian linkages among the Fairfield Linear Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the new Park Crossing Apartment project. Specific improvements include new sidewalks, signage, public art, and new street trees.	Corridor/ Transit/ Connection	A/C	Texas Street between Oliver Road and Beck Avenue	\$1,500,000		Brian Miller, Associate Planner 428-7446 bkmiller@ci.fairfield.ca.us
18	West Texas Street Urban Village Project	City of Fairfield	Project will assist private developers create a high quality mixed use "urban village" on West Texas Street 1.5 miles from the Suisun Capitol Corridor Train Station. Includes land assembly, new sidewalks, street trees, pedestrian crosswalks, landscaping, signage, development of public plazas/ seating areas, and enhancements to transit stops.	District/ Corridor	A/C	Texas Street at Pennsylvania Avenue	\$1,500,000 (private)		Brian Miller, Associate Planner 428-7446 bkmiller@ci.fairfield.ca.us
19	Downtown Fairfield Live-Work Center	City of Fairfield	Replacement of blighted land uses on the 1000 block of Texas Street with new mixed-use commercial/residential buildings that offer unique space attractive to downtown residents and commercial entrepreneurs.	District/ Corridor	Cand./C	Cand./C Texas Street	\$1,500,000 (private)		Julia Moseley, Asst. Planner 428-7040 jmoseley@ci.fairfield.ca.us
20	Vacaville-Fairfield Train Station Urban Center	City of Fairfield	Development of a master plan and ultimately construction of the Fairfield Vacaville Train Station. Elements will include: mixed use concepts, pedestrian and bicycle circulation system enhancements/ system connections, public transit -connections - stations and - facilities.	District/ Transit/ Connection	Cand./C & P	Peabody Road at Vandenberg	(plan) \$200,000 \$3,500,000 (improvements)		Dave Feinstein, Associate Planner 428-7448 dfeinstein@ci.fairfield.ca.us Kevin Daughton, Public Works 428-7647 kdaughton@ci.fairfield.ca.us
21	Union Avenue to Main Street Enhancements Program	Fairfield/ Suisun City/ Solano County	This project will involve enhancements of pedestrian corridors in the vicinity of the new County Government Center and improving the pedestrian links between downtown Fairfield and Suisun City. The project will include enhanced sidewalks, crosswalks, pedestrian scale wayfinding and transit signs, shade trees, pedestrian friendly lighting, landscaping for the new Civic Plaza, transit signs, and pedestrian gateway.	District/ Connection	A/C	Union Ave betw. Texas St & Suisun City; Texas St betw. Jefferson St & Union Ave; Jefferson St betw. Texas St & Broadway	\$2,000,000		John Hilliard, Senior Planner 428-7447 jhilliard@ci.fairfield.ca.us

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Table 2.1: Solano County Pedestrian/TLC Projects (cont'd)

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#	Name	Agency	Description	Project Type*	Status**	Location	Costs Accounted In Other CTP Elements	Separate Pad Project/ Enhancement Cost	Contact
22	North Texas Street Transportation Center and Community Hub	City of Fairfield	This project will be a new focal point for North Texas Street and the City. Its major role will be to serve as the Central Transfer Station (CTS) for the Fairfield/Suisun Transit (FST) local bus system. It will replace the current ineffective site at the Mall. Supports the proposed Teen Center across the street, and serves major destinations and connections for pedestrian, bicycling, and transit activity.	District/ Transit Connection	A/C	North Texas Street at Acacia Avenue	\$4,500,000		Dave Feinstein, Associate Planner 428-7448 dfeinstein@ci.fairfield.ca.us Kevin Daughton, Public Works 428-7847 kdaughton@ci.fairfield.ca.us
23	North Connector	City of Fairfield	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate (I-80) between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs.	Corridor/ Connection	A	north of I-80 between SR 12 West to Abernathy Road and SR 12 East	\$5,000,000	\$500,000	Dan Christians, Assistant Executive Director 424-6075 dchristians@sta-snci.com
24	Driftwood Drive Pedestrian Project	City of Suisun City	Constructs a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the Suisun/Fairfield train depot that is used by Amtrak's Capitol Corridor service. Project elements include construction of walkways on both sides of the Suisun Marina and associated landscaping. This project is one phase of a larger project to create a public plaza at the waterfront.	District/ Transit/Con nection	C	Driftwood Drive	\$550,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
25	Main Street Project / Downtown Streetscape Improvement Project	City of Suisun City	The Redevelopment Agency launched a Facade Improvement Program for Main Street businesses. More than a dozen businesses participated by renovating their storefronts using matching funds provided by the Agency. The Agency has also constructed more than 300 new parking spaces between Main St. and the waterfront promenade.	District	A/C	Main Street	\$1,500,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
26	Highway 12 Central County Bikeway	City of Suisun City	Class I multi-use path segment will continue the existing east-west route through the Amtrak Station on Main Street via a Class I path on the north side of Highway 12.	Connection	P	Marina Blvd to Amtrak Station	\$879,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
27	Vacaville Creek Walk Extension to McClellan Street	City of Vacaville	This project will extend the Vacaville Creek Walk to McClellan Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.	District/ Connection	Cand./C	School St from Creek Walk Plaza to McClellan Street	\$955,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
28	Vacaville Bus Terminal and Transfer Center	City of Vacaville	Timed transfer center to allow all City Coach, and interested intercity transit services, to meet and transfer passengers at one central location. Located in downtown, off of the north end of Kendall Street, the terminal would include bus shelters, bike racks, phone booths, and other amenities to support transit use.	Transit	A	Downtown Vacaville	\$2,500,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
29	Nut Tree Ranch Development Project	City of Vacaville	This city/private project will rebuild the historic 76-acre Nut Tree site just north of interstate 80. The project is envisioned to feature a range of specialty retail shops and cafes, picnic grounds and residential units. The goal is to create a special setting that will attract visitors and serve the community.	District	C	Nut Tree property	\$0 (private)		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
30	PG&E Easement Bike Path Project	City of Vacaville	This project connects from Linwood Street to North Orchard Avenue with a bridge over Alamo Creek to link Cheyenne Drive to Shady Glen Court. The PG&E Easement Bike Route serves as a connector to the primary system to Gibson Canyon and Foothill Drive, providing bicycle access for residences in northwestern Vacaville.	Connection	A	Linwood St. to Cheyenne Dr.	\$350,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
31	Downtown Streetscape Plan Phase 3	City of Dixon	Project will include constructing streetlights, bicycle racks, sidewalk replacement and additional trees on SR 113 from B St. to UPRR.	District	A/C	SR 113 from B St. to UPRR	\$300,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us

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32	West 'B' St. Pedestrian Undercrossing	City of Dixon	Pedestrian undercrossing to replace existing at grade crossing at future train station location.	Transit/ Crossing	A/C	West 'B' Street at UPRR	\$2,000,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us
33	Multi-Modal Transportation Center Dixon	City of Dixon	Construction of a rail service platform to the multi-modal center to allow passenger trails to stop in Dixon per the Solano Rail Facilities Plan.	Transit	A/C	UPRR at West 'B' Street	\$3,000,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us
34	Waterfront Plan and Improvement Project	City of Rio Vista	Designed to beautify the waterfront and link it to downtown. Project goals include a public walkway along the river from City Hall to the Highway 12 Bridge, streetscape improvements to create a memorable entry into Downtown and to preserve views of the river from Front Street, and building designs that respect the character of Downtown.	District	A/C	Rio Vista Waterfront	\$2,000,000		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
35	Downtown Revitalization Project	City of Rio Vista	Includes streetscape and landscape improvements, and pedestrian and bicycle amenities.	District	A/C	Downtown Rio Vista	\$1,200,000		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
36	Highway 12 Corridor Planning Study/Improvements	City of Rio Vista	Corridor Plan will focus on design issues that need to be addressed to accommodate both future growth and projected increases in through traffic on Hwy 12 through Rio Vista, including pedestrian circulation along and across the highway. Alternative mode capital improvements will include potential bike lanes or a separate Class I multi-use path along Highway 12.	Corridor/ Crossing/ Connection	Cand./ A/C	Hwy 12 through Rio Vista	(plan) \$50,000 \$5,000,000 (improvements)		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
							\$8,784,000	\$3,622,000	

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