



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE  
AGENDA**

**1:30 p.m., Wednesday, September 28, 2005  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA**

Members:

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

<u>NO.</u>	<u>ITEM</u>	<u>STAFF PERSON</u>
I.	<b>CALL TO ORDER</b>	Daryl Halls, Chair
II.	<b>APPROVAL OF AGENDA</b>	
III.	<b>OPPORTUNITY FOR PUBLIC COMMENT</b> (1:30 -1:35 p.m.)	
IV.	<b>REPORTS FROM CALTRANS, MTC, AND STA STAFF</b> (1:35 -1:40 p.m.)	
	<b>A. STIA Board Update</b>	Daryl Halls
V.	<b>CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (1:40 – 1:45 p.m.)	
	<b>A. Minutes of the TAC Meeting of August 31, 2005 – Pg. 1</b> <i>Recommendation:</i> <i>Approve minutes of August 31, 2005.</i>	Johanna Masielat
	<b>B. STA Board Meeting Highlights – September 14, 2005 - Pg. 9</b> <i>Informational</i>	Johanna Masielat
	<b>C. STA FY 2005-06 Meeting Calendar - Pg. 15</b> <i>Informational</i>	Johanna Masielat
	<b>D. Funding Opportunities Summary - Pg. 17</b> <i>Informational</i>	Sam Shelton

- E. Solano Paratransit Vehicle Lease Agreement - Pg. 26** Elizabeth Richards  
Recommendation:  
*Recommend that the STA Board authorize the Executive Director to execute the attached Solano Paratransit Vehicle Lease Agreement.*
- F. Solano Paratransit Assessment Study – Pg. 37** Elizabeth Richards  
Recommendation:  
*Recommend the following to the STA Board:*
- 1. Authorize the Executive Director to release a Request for Proposals for the Solano Paratransit Assessment Study.*
  - 2. Authorize the Executive Director to execute a contract with a consultant for the Solano Paratransit Assessment Study not-to-exceed \$35,000.*
- G. State Partnership Planning Grant and Local Match for SR 113 Major Investment and Corridor Study and Status Report and Grant Request for Other Pending Corridor Studies – Pg. 39** Robert Guerrero  
Recommendation:  
*Forward a recommendation to the STA Board to adopt a resolution approving an application for Caltrans' State Transportation Planning Grant Program for \$250,000 for the SR 113 Corridor Study with a local match of in-kind or funding contribution.*
- H. Final 2005 Solano Congestion Management Program (CMP) – Pg. 45** Sam Shelton  
Recommendation:  
*Recommend that the STA Board approve the Final 2005 Congestion Management Program and forward to MTC.*

**VI. ACTION ITEMS**

- A. Programming of the 2006 State Transportation Improvement Program (STIP)** Jennifer Tongson  
Recommendation:  
*Approve the following:*
- 1. Review and provide comments to MTC's draft 2006 RTIP Policies and Procedures.*
  - 2. Set Special TAC Meeting to program 2006 STIP following CTC approval of 2006 STIP Fund Estimate.*
- (1:45 – 1:55 p.m.) – Pg. 47**

**B. Jepson Parkway Status, Schedule and Contract Amendment with Jones and Stokes, Inc. to Complete EIR/S**

Dan Christians

Recommendation:

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

- 1. The updated schedule for the completion of the Jepson Parkway EIR/S*
- 2. Amended STA Budget for the completion of the Jepson Parkway EIR/S*
- 3. Funding Agreement with the City of Fairfield to provide \$100,000 for completion of the Jepson Parkway EIR/S..*
- 4. Contract Amendment with Jones and Stokes, Inc. to complete the additional scope of work necessary to complete the Jepson Parkway EIR/S for an amount not to exceed \$240,000*

(1:55 – 2:00 p.m.) – Pg. 107

**C. SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects**

Jennifer Tongson

Recommendation:

*Approve the following:*

- 1. Review and recommend the STA Board approve the draft distribution of \$3.462M in Third Cycle Local Streets and Roads funds, pending the MTC Commission's adoption of the \$66M programming amounts for LS&Rs on November 16, 2005, as specified in Attachment A; and*
- 2. Initiate a Call for Projects for Third Cycle Local Streets and Roads projects.*

(2:00 – 2:05 p.m.) – Pg. 129

**D. MTC's T-2030 Plan – Review of "Calls to Action" Proposals**

Daryl Halls

Recommendation:

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

(2:05 – 2:10 p.m.) – Pg. 149

**E. Countywide TLC Planning Grants for FY 2005-06**

Robert Guerrero

Recommendation:

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

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

(2:10 – 2:15 p.m.) – Pg. 171

**F. Legislative Update – September 2005 and STA’s Draft 2006 Legislative Priorities and Platform**

Jayne Bauer

Recommendation:

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

(2:15 – 2:20 p.m.) – Pg. 185

**G. Solano County Bicycle and Pedestrian Program Funds**

Robert Guerrero

Recommendation:

*Forward a recommendation to the STA Board to allocate Solano County Bicycle and Pedestrian Program funding based on a funding split of 1/3 to pedestrian-related projects and 2/3 to bicycle-related projects.*

(2:20 – 2:25 p.m.) – Pg. 199

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

Jayne Bauer

Recommendation:

*Approve the following:*

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

(2:25 – 2:30 p.m.) – Pg. 203

**VII. INFORMATION ITEMS**

- A. Project Study Report Overview** Jennifer Tongson  
*Informational*  
(2:30 – 2:35 p.m.) – Pg. 209
- B. Alternative Modes Fund Strategy** Robert Guerrero  
*Informational*  
(2:35 – 2:40 p.m.) – Pg. 223
- C. Unmet Transit Needs Public Hearing for FY 2006-07** Elizabeth Richards  
*Informational*  
(2:40 – 2:45 p.m.) – Pg. 229
- D. Intercity Transit Funding Agreement** Elizabeth Richards  
*Informational*  
(2:45 – 2:50 p.m.) – Pg. 231

**VIII. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee will be at  
**1:30 p.m. on Wednesday, October 26, 2005.**





**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting**  
**August 31, 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.

**Present:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Charlie Beck	City of Fairfield
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Mike Duncan	City of Fairfield
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Birgitta Corsello	County of Solano
Dana Cowell	Caltrans District 4
Cameron Oakes	Caltrans District 4
Jeff Gerbracht	MTC
Dale Dennis	STA/PDMG
Daryl Halls	STA
Dan Christians	STA
Elizabeth Richards	STA/SNCI
Anna McLaughlin	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Johanna Masiclat	STA

## **II. APPROVAL OF AGENDA**

On a motion by Charlie Beck, and a second by Dan Schiada, the STA TAC approved the agenda with the exception to move Agenda Item VII.B, I-80/I-680 Interchange and North Connector Project Update to Agenda Item VI.G.

## **III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**Caltrans:** Cameron Oakes announced the August 31, 2005 public meeting of the South County SR 29 Corridor Study in American Canyon. He also advised the STA or the City of Vallejo to attend the next Steering Committee meeting to be scheduled in September.

**MTC:** None presented.

**STA:** Robert Guerrero requested letters of support from member agencies for the SR 113 Corridor Study.

Jayne Bauer announced the Ribbon Cutting Ceremony for SR 37 and Freeway Widening and Interchange Project on Friday, September 2, 2005 at 10:30 a.m. in Vallejo.

**Other:** City of Fairfield's Mike Duncan reported and distributed information (Article: Federal Register/Vol. 70. No. 131/Monday, July 11, 2005) regarding Project Authorization and Agreements by the Federal Highway Administration (FHWA) - "Notice of Proposed Rulemaking (NPRM)"; He noted that comments must be received on or before September 9, 2005.

Solano County's Paul Wiese provided an update to the Caltrans Tree Removal/Pruning Project. He announced several informational open houses scheduled in September and October in the cities of Benicia, Fairfield, and Vallejo.

## **V. CONSENT CALENDAR**

On a motion by Janet Koster, and a second by Gary Cullen, the STA TAC approved the Consent Calendar.

### Recommendations:

#### **A. Minutes of the TAC Meeting of June 29, 2005**

##### Recommendation:

Approve minutes of June 29, 2005.

- B. STA Board Meeting Highlights of July 13, 2005**  
Informational
- C. STA Meeting Schedule Update**  
Informational
- D. Funding Opportunities Summary**  
Informational
- E. Bay Area Commute Profile Study**  
Informational
- F. SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update**  
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**  
Recommendation:  
Receive and file.
- H. Federal Legislative Update – August 2005**  
Informational
- I. Fall Campaign – Great Race for Clean Air**  
Informational

**VI. ACTION ITEMS**

- A. SAFETEA Third Cycle STP/CMAQ Funding Policies**  
Daryl Halls reviewed the policy issues and priorities being proposed by MTC for the allocation of Third Cycle funds. He cited that several CMA directors expressed support at the August 1, 2005 meeting of the Partnership Board meeting for dedicating the remaining estimated \$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.

Dale Pfeiffer recommended the proposed increased funding for CMA Planning and Transit Capital be reduced and the additional funding be dedicated to Local Streets and Roads.

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.

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

**B. Bay Area Partnership Board Membership**

Daryl Halls outlined the process and eligibility criteria for adding new members to the Bay Area Partnership Board. He cited that the City of Benicia's request for membership at the August 1, 2005 meeting was tabled to enable Solano County to discuss the request in more detail at the Transit Consortium. He also noted that 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.

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 Benicia Transit and Fairfield/Suisun Transit Operators as recommended by the Transit Consortium and the STA TAC.*
2. Support adding to the Bay Area Partnership Board a public works director representing the public works directors for the County of Solano.

On a motion by Paul Wiese, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation to include modifications shown above in *bold italics*.

**C. MTC's Continuation of the PTAP Program**

Jennifer Tongson reviewed program options being discussed by MTC's Local Streets and Roads (LS&R) committee to continue funding for the Pavement Technical Assistance Program (PTAP) as a regional program. She stated that STA will continue to monitor the discussion of the future of the PTAP program and will keep the TAC updated of any changes.

After discussion, the STA TAC expressed their continued support for the PTAP Program as a required program to be funded by MTC.

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.

By consensus, the STA TAC unanimously approved the recommendations.

**D. 2006 STIP Programming**

Jennifer Tongson reviewed the current summary of 2004 STIP County Shares as well as the updated draft 2006 Solano County STIP Funding Program, which was distributed at the meeting. She cited that STA staff is proposing to “replace” the STIP funds for local road rehabilitation with funds from the upcoming SAFETEA Cycle 3 STP funds. She added that Solano County is expected to receive approximately \$4.6 million in STP funds for Local Streets & Roads (LS&R) from SAFETEA Cycle 3. She noted that staff is proposing to replace the \$2 million in the STIP for LS&R projects with \$2 million of STP funds.

At the request of the STA TAC, Jennifer provided a matrix that shows a preliminary estimated distribution of the remaining \$2.6 million potential SAFETEA-Cycle 3 funds for local streets and roads by jurisdiction. (The matrix does not include a minimum amount threshold. The formula used is a 50%-50% hybrid of the Cycle 2 program (population) and the LS&R program (population, lane miles, and pavement condition.)

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).

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

**E. State Legislative Update – August 2005**

Jayne Bauer outlined four bills concerning vehicle registration fees that would make funds available for transportation or other related projects. The bills cited were SB 658 (Kuehl)-Bay and Coastal motor vehicle mitigation program, SB 680 (Simitian)-Congestion Management and Transportation Improvements: Santa Clara Valley Transportation Authority, AB 1208 (Yee)-Local vehicle registration fee: San Francisco, and AB 1623 (Klehs)-Management of Traffic Congestion and Environmental Mitigation of Transportation in Alameda, Contra Costa, Marin, Napa, and Sacramento Counties.

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)

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

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

Elizabeth Richards outlined additional requests received for Solano County STAF funding, including \$60,000 by the City of Fairfield for a consultant to study the location and various others aspects of the Fairfield's Central Transit Station, \$12,000 by STA to amend the Safe Routes to School/Transit study contract; and \$10,000 by STA for an amendment to the existing consultant contract to incorporate modeling needs for the Auburn to Oakland Commuter Rail Study.

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.

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

**G. I-80/I-680 Interchange and North Connector Project Update**

Dale Dennis, Project Consultant, provided a status report on the proposed plan for moving forward with the improvements to the I-80/I-680/SR 12 Interchange Complex. He cited two environmental documents being prepared in order to advance improvements to the Interchange, one for the Interchange Complex (I-80/I-680/SR 12 Interchange PA/ED) and one for the North Connector Project.

Recommendation:

Recommend the following to the STA Board:

1. Approve the strategy and preliminary schedules for advancing the implementation of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project; and
2. Authorize the Executive Director to implement the strategy for expediting delivery of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector project.

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

**VII. INFORMATION ITEMS**

**A. Project Study Report (PSR) Overview**

Dana Cowell, Deputy Director for Caltrans District 4, reviewed the steps to develop a prioritized PSR funding plan for SHOPP, STIP, and locally funded projects. He cited that Caltrans will be working closely with STA and the local agencies to discuss prioritizing and categorizing specific PSR projects. Daryl Halls noted that \$125,000 has been dedicated by STA in both its FY 2005-06 and FY 2006-07 budgets for PSR work.

**B. I-80/I-680 Interchange and North Connector Project Update**

This item was moved to Agenda Item VI.G.

**C. Update of Small UZA Payback Plan**

Elizabeth Richards informed the TAC that Caltrans has not given any indication that they will pursue “repayment” from the Bay Area small transit operators. She cited that STA would continue to work with MTC to monitor the situation.

**D. Status of SR 12 Transit Corridor Study**

Dan Christians provided the TAC a revised report entitled “State Route 12 Corridor Study, Existing Conditions and Service Plan Draft August 2005”. He noted that after input is received from the third public meeting of 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.

**E. Status of Pedestrian Priority Projects**

Robert Guerrero informed the TAC that PAC members are reviewing the current list of pedestrian projects and will begin to prioritize the projects over the next few months. He noted that field visits with project sponsors will be scheduled in early September 2005 to provide a brief overview of the project area, description of project need, and a description of vision for the proposed pedestrian facility improvements.

**VIII. ADJOURNMENT**

The meeting was adjourned at 3:30 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, September 28, 2005** at 1:30 p.m.





**Solano Transportation Authority**  
**BOARD HIGHLIGHTS**  
**September 14, 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 Masiclat, STA Acting Clerk of the Board  
**RE:** Summary Actions of the September 14, 2005 STA Board Meeting

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Following is a summary of the actions taken by the Solano Transportation Authority (STA) at the Board meeting of September 14, 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
Harry Price (Member Alternate)	City of Fairfield
Jim Spering	City of Suisun City
Anthony Intintoli	City of Vallejo
John Silva	County of Solano

**BOARD MEMBERS ABSENT:**

Karin MacMillan	City of Fairfield
Ed Woodruff	City of Rio Vista

**ACTION ITEMS - NON FINANCIAL**

**A. I-80/I-680 Interchange and North Connector Project Update**

Recommendation:

Approve the following:

1. The strategy and preliminary schedules for advancing the implementation of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector project; and
2. Authorize the Executive Director to implement the strategy for expediting delivery of the I-80 HOV Lane (SR 12 West to Air Base Parkway) project and the North Connector projects.

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

**B. MTC's SAFETEA Third Cycle STP/CMAQ Funding Policies**

Recommendation:

Support requesting MTC dedicate additional Third Cycle TEA 21 STP/CMAQ funds to Local Streets and Roads, Transit Capital Replacement, and CMA Planning Activities for Solano County and other North Bay counties.

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

**ACTION ITEMS - FINANCIAL**

**A. 2006 STIP Programming**

Recommendation:

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 funds for locally specified local streets and roads projects.

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

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

Recommendation:

Approve the amended FY 2005-06 STAF project list on Attachment D and the preliminary FY 2006-07 STAF project list on Attachment E.

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

**CONSENT CALENDAR ITEMS**

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

**A. STA Board Minutes of July 13, 2005**

Recommendation:

Approve minutes of July 13, 2005.

**B. Review Draft TAC Minutes of August 31, 2005**

Recommendation:

Receive and file.

- C. STA FY 2005-06 Meeting Schedule Update**  
Recommendation:  
 Receive and file.
- D. Bay Area Partnership Board Membership**  
Recommendation:  
 Approve the following pursuant to requested membership on the Bay Area Partnership Board:
1. Support the Bay Area Partnership Board membership requests for Benicia Transit and Fairfield-Suisun Transit.
  2. Support adding to the Bay Area Partnership Board a public works director representing the cities and County of Solano.
- E. Gas Tax Contributions for STA for FY 2005-06**  
Recommendation:  
 Informational.
- F. Funding Agreement Between the Solano Transportation Authority and the Napa County Transportation Planning Transportation Agency for the Solano Napa Travel Demand Model**  
Recommendation:  
 Authorize the Executive Director to develop and execute a three-year funding agreement between Solano Transportation Authority and Napa County Transportation Planning Agency for a \$20,000 annual funding commitment (\$60,000 total) to maintain the Solano/Napa Multi-Modal Travel Demand Model.
- G. Appointments to Solano Pedestrian Advisory Committee**  
Recommendation:  
 Appoint the following Pedestrian Advisory Committee members for a three-year term:
1. J.B. Davis – Pedestrian Advisory Committee, Benicia Member  
 (replaces Jim Erickson)
  2. Larry Mork – Pedestrian Advisory Committee, Rio Vista Member
- H. Route 30 Performance Update**  
Recommendation:  
 Receive and file.
- I. SolanoLinks Transit Consortium 2005 Work Plan Mid-Year Status Update**  
Recommendation:  
 Approve the following:
1. The mid-year Transit Consortium Work Plan Status Update.
  2. Add additional task to Consortium Work Plan: Initiate Solano Paratransit Assessment Study.

- J. Continuation of MTC's Pavement Technical Assistance Program (PTAP)**  
Recommendation:  
 Approve that the STA Board send a letter to MTC supporting the continuation of PTAP as a regional program.
- K. City of Benicia Request for Abandoned Vehicle Abatement Training Funds**  
Recommendation:  
 Approve the following:
1. Authorize the City of Benicia Police Department to spend \$277.78 of 1997 carryover funds on personnel training, as specified in Attachment B.
  2. Authorize to spend the remaining funds on other equipment and costs related to the AVA Program as specified in Attachment A.
- L. Consultant Contract with Smith, Watts and Co. to Development of County Transportation Expenditure Plan and Related Public Information Material**  
Recommendation:  
 Authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company to assist in the development of a county transportation expenditure plan and related public information for an amount not to exceed \$20,000.
- M. Extension of Contract for State Lobbying Representation Transportation Services Shaw & Yoder**  
Recommendation:  
 Authorize the Executive Director to execute contract Amendment No. 7 to existing Lobbying Services Agreement between the Solano Transportation Authority and Shaw & Yoder, Inc. for specified lobbying services through September 30, 2007 for an amount not to exceed \$79,200.
- N. State Legislative Update – September 2005**  
Recommendation:  
 Adopt a Watch position on the following:
- SB 658 (Kuehl)
  - SB 680 (Simitian)
  - AB 1208 (Yee)
  - AB 1623 (Klehs)
- O. Resolution for Allocation of FY 2005-06 TDA/STAF Funds**  
Recommendation:  
 Approve the resolution authorizing the filing of a claim with MTC for the allocation of TDA/STAF funds for FY 2005-06.

**UPDATE FROM STAFF**

- A. Caltrans Report**  
 None presented.

**B. MTC Report**

Member Sperring reported that MTC has approved the allocation of \$1 million in RM 2 funding for the Fairfield Transportation Center parking facility.

**C. STA Report**

**1. Federal Legislation Update**

Mike Miller provided a Federal update on the SAFETEA-LU Reauthorization Bill and FY 2006 Appropriations.

**2. Status of STA Funding Priorities**

Daryl Halls provided an overview of near-term priorities for funding priority projects of the STA.

**3. The Great Race Fall Campaign**

Anna McLaughlin provided and distributed information for the Great Race for Clean Air Campaign in September 2005.

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

**A. Project Study Report Overview**

**(No Discussion Necessary)**

**B. Status of SR 12 Transit Corridor Study**

**C. Vernal Pool Critical Habitat**

**D. Federal Legislative Update – September 2005**

**E. Bay Area Commute Profile Study**

**F. Fall Campaign – Great Race for Clean Air**

**G. Funding Opportunities Summary**

The STA Board meeting was adjourned at 6:55 p.m. The next regular meeting of the STA Board is scheduled for **October 12, 2005, 6:00 p.m.** at the Suisun City Hall Council Chambers.





DATE: September 19, 2005  
TO: STA TAC  
FROM: Johanna Masiclat, Acting Clerk of the Board  
RE: STA FY 2005-06 Meeting Calendar

**Background:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachment:**

A. STA FY 2005-06 Meeting Calendar

**STA BOARD  
2005 – 2006 MEETING SCHEDULE**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
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 <sup>th</sup> 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
<b>November 9</b>	<b>6:00 p.m.</b>	<b>STA 8<sup>th</sup> Annual Awards</b>	<b>Deverton Hall</b>	<b>X</b>
November 30	10:00 a.m.	Intercity Transit Consortium	<b>Dixon Fairgrounds</b>	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
<b>2006</b>				
January 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
January 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
February 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
February 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
March 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 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: 9/21/2005  
jm



DATE: September 21, 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	<b>Open until all funds are allocated</b>
California State Parks, Habitat Conservation Fund	David Smith, Cal DPR, (916) 651-8576	<b>Due October 3, 2005</b>
California State Parks, Recreational Trails Program	David Smith, Cal DPR, (916) 651-8576	<b>Due October 3, 2005</b>
Caltrans Transportation Planning Grant – Environmental Justice / Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	<b>Due October 14, 2005</b>
Caltrans Transportation Planning Grant – Community-Based Transportation Planning	Stuart Mori, Caltrans, (916) 651-8204	<b>Due October 14, 2005</b>
Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning	Garth Hopkins, Caltrans, (916) 654-8175	<b>Due October 14, 2005</b>
Caltrans Transportation Planning Grant – Partnership Planning	Garth Hopkins, Caltrans, (916) 654-8175	<b>Due October 14, 2005</b>
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong Coalition, (303) 449-4893	<b>Due November 28, 2005</b>



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*FUNDING OPPORTUNITY:*

**San Francisco Bay Trail Grant Program**

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The application period is open until all funds are allocated

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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](mailto:sshelton@sta-snci.com)

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*FUNDING OPPORTUNITY:*

**California State Parks  
Habitat Conservation Fund**

Applications due October 3, 2004

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

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

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

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

Examples of Previous Awards: Acquisition and restoration of habitat

- City of Vacaville – Pleasants Valley Encinosa Acquisition \$250,000, FY 04/05
- City of Vacaville – Ulatis 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](mailto:dsmith@parks.ca.gov)

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

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*FUNDING OPPORTUNITY:*

**California State Parks  
Recreational Trails Program**

Applications due October 3, 2004

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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](mailto:dsmith@parks.ca.gov)

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

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*FUNDING OPPORTUNITY:*

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

Applications due October 14, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: 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](mailto:Norman_dong@dot.ca.gov) (916) 651-6889

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

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*FUNDING OPPORTUNITY:*

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

Applications due October 14, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

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

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

Funding Available: \$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](mailto:stuart_mori@dot.ca.gov) (916) 651-8204

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

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*FUNDING OPPORTUNITY:*

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

Notice of Intent due to MTC by September 14, 2005  
Applications for review by MTC need by September 30, 2005  
Complete applications due to Caltrans on October 14, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

This summary of the Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

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

**Funding Available:** 11.47% non-Federal funds or in-kind local match required for all grants.  
\$1.850 million from FTA Section 5313(b) for FY 05/06 (with last cycle examples):  
*Statewide Transit Planning Studies:* \$950,000 available with a grant cap of \$350,000. (SRTTP, County of Sacramento, \$56,000)  
*Transit Technical Planning Assistance:* \$750,000 available with a grant cap of \$100,000. (Community Transit Connections Study, Yolo/SACOG/Unitrans \$14,150). (Northern Napa Valley Transportation Assistance Plan, \$45,000)  
*Transit Professionals Development:* \$150,000 available with a grant cap of \$50,000. (Citywide Transportation Hazard Elimination Plan, Contra Costa, \$45,000).

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

**Further Details:** <http://www.dot.ca.gov/hq/tpp/grants.htm>  
MTC contacts: Lisa Klein (510) 817-5832, Nancy Okasaki (510) 817-5759

**Program Contact Person:** Garth Hopkins, Caltrans, [Garth\\_Hopkins@dot.ca.gov](mailto:Garth_Hopkins@dot.ca.gov) (916) 654-8175

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

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*FUNDING OPPORTUNITY:*

**Caltrans Transportation Planning Grant  
Partnership Planning**

Notice of Intent due to MTC by September 14, 2005  
Applications for review by MTC need by September 30, 2005  
Complete applications due to Caltrans on October 14, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

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

Funding Available: \$950,000 in FHWA State Planning and Research funds available in FY 05/06. Maximum grant amount is \$300,000. 20% non-federal funds or in-kind local match required.

Eligible Projects:

- Regional transportation planning studies (Statewide / Multi-Regional)
- Land Use / Smart Growth Studies
- Corridor studies  
(Smarter Growth Along the I-80 Capitol Corridor, MTC/SACOG - \$300,000)
- Intermodal Facilities

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

Program Contact Person: Garth Hopkins, Caltrans, [Garth\\_Hopkins@dot.ca.gov](mailto:Garth_Hopkins@dot.ca.gov)  
(916) 654-8175

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

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*FUNDING OPPORTUNITY:*

**Bikes Belong Grant Program**

Due by November 28, 2005

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TO: STA TAC  
FROM: Sam Shelton, Planning Assistant

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

- Eligible Project Sponsors: Cities and the County of Solano are eligible.
- Program Description: Bikes Belong is offering grants to address four specific goals: Ridership growth, leveraging funding, building political support, and promoting cycling.
- Funding Available: Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.
- Eligible Projects: Eligible projects include bicycle facility improvements, education, and capacity projects.
- Previously Funded Projects:
- North-South Greenway, Marin County, \$10,000
  - Sacramento Area Bike Trails, Sacramento Area Bicycle Advocates, \$10,000
  - YMCA City Bike Education Program, San Francisco, \$5,000
- Funding Contact: Elizabeth Train, Grants Program Administrator  
Bikes Belong Coalition  
<http://bikesbelong.org>  
1245 Pearl Street, Suite 212  
Boulder, Colorado 80302-5253  
(303) 449-4893
- STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)
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DATE: September 16, 2005  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Paratransit Vehicle Lease Agreement

**Background:**

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

Solano Paratransit is funded by Transportation Development Act (TDA) funds from Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. Over the years, the STA has secured a variety of other funds for this service including 5310 grants for new buses and Regional Paratransit State Transit Assistance Funds. The STA owns the vehicles used to deliver Solano Paratransit service.

A multi-year agreement was approved by the STA Board in June 2005 and has been fully executed. An updated multi-year funding agreement has been under development for the funding distribution beyond FY 2005-06 and will be brought forward by the end of the calendar year to the Consortium, TAC, and the STA Board.

**Discussion:**

The Solano Paratransit agreement between the STA and Fairfield-Suisun Transit (FST) covers the timeframe from FY 2005-06 through FY 2007-08 with an option to extend the contract for 2 additional years. The agreement provides guidance on the roles and responsibilities of the two agencies. In brief, FST operates the service in concert with its local Paratransit service (DART) and subsidized taxi program. The STA provides the vehicles, general oversight and coordinates funding for the service.

Each year the Solano Paratransit vehicles are inspected by the California Highway Patrol (CHP). This is done at the time when FST's DART vehicles are inspected. Because the title of the nine Solano Paratransit vehicles are held by the STA, the CHP has to prepare two vehicle inspection reports. The CHP and FST have requested that the fleets be aligned to simplify the inspection process. If FST leases the vehicles from the STA, then they can be assigned the same CA number and satisfy the CHP. The entire fleet would be leased to FST for \$1. Conditions have been placed in the agreement (attached) that specify under what conditions the vehicles can be used and that they must be returned in

good condition if FST is no longer the provider of the service. This Vehicle Lease agreement will be in effect for as long as FST operates the service. This agreement is related, but not an amendment, to the multi-year Solano Paratransit Agreement.

**Recommendation:**

Recommend that the STA Board authorize the Executive Director to execute the attached Solano Paratransit Vehicle Lease Agreement.

Attachment:

- A. Proposed Solano Paratransit Vehicle Lease Agreement

**VEHICLE LEASE AGREEMENT**

THIS VEHICLE LEASE AGREEMENT dated the 31<sup>st</sup> day of August, 2005 BETWEEN:

**SOLANO TRANSPORTATION AUTHORITY**, a joint powers authority,  
(hereinafter called "STA")

OF THE FIRST PART

AND:

**CITY OF FAIRFIELD**, a municipal corporation,  
(hereinafter called "City")

OF THE SECOND PART

A. **WHEREAS** the City is desirous of leasing from STA the vehicles and equipment described in the list attached hereto as Schedule "A" (hereinafter collectively called the "equipment").

B. **AND WHEREAS** STA owns the equipment.

**THIS AGREEMENT WITNESSETH** that for good and valuable consideration, the parties hereto agree and covenant as follows:

1. **LEASE** STA hereby agrees to lease to the City and the City hereby agrees to lease from STA the equipment, together with all accessories, additions, repairs and replacement parts affixed thereto, now or in the future.

2. **RENT** The City agrees to pay to STA the sum of One Dollar (\$1.00) forthwith and such payment shall be the rental charges payable by the City to STA in respect of the equipment.

3. **TERM** The term of this Lease Agreement shall commence on the date hereof and shall be terminated on that date of the following events first to occur:

- a) That date being thirty (30) days after the City has delivered to STA written notice of its intention to terminate this Lease Agreement; or
- b) That date being thirty (30) days after STA has delivered to the City written notice of its intention to terminate this Lease Agreement; or
- c) That date which STA and the City mutually agree shall be an effective date of termination of this Lease Agreement.

4. **ACCEPTANCE** The City acknowledges that it has inspected the equipment and accepts the equipment as being in a good state of repair, except to the extent that the City notifies STA in writing within ten (10) days of delivery (manufacturer's latent defects included).

5. **USE** The City shall use the equipment only for the operation of Solano Paratransit and other services approved by STA. The City shall observe and adhere to all applicable operating procedures and guidelines, which relate to the use of the equipment.

6. **LOCATION** The City shall cause the equipment to remain situate in the paratransit service area, and the City shall not remove the equipment from the said paratransit service area without the prior written consent of STA.

7. **OWNERSHIP** Title to and ownership of the equipment shall at all times be and remain in the name of STA and the City shall have no right of property therein, except the right to use the equipment in accordance with the terms of this Lease Agreement.

8. **REPAIRS** The City shall maintain and keep the equipment in good condition and repair to the satisfaction of STA.

9. **INSPECTION** STA shall have the right to inspect the equipment, without prior notice, at all reasonable times during the term of this Lease Agreement.

10. **ALTERATION** The City shall not alter or add or allow any other party to alter or add to the equipment in any way without the prior written approval of STA. Any alterations, or additions to the equipment, which are approved by STA, shall become and remain the property of STA. The City shall not permit any advertising to be posted on the exterior or the interior of the equipment, save and except as provided for in the Fairfield/Suisun Transit Advertising Policy and/or advertising requested and approved by STA.

11. **MOTOR VEHICLE INSPECTION** The City shall be responsible for ensuring that the equipment is maintained in compliance with California State Law. The City shall be responsible for ensuring the equipment is submitted for inspections pursuant to the provisions of California Vehicle Code, if so required by said provisions.

12. **LOSS OR DAMAGE** The City assumes and shall bear the entire risk of loss or damage to the equipment. No loss or damage to the equipment or any part thereof shall affect or impair any of the obligations of the City hereunder, and this Lease Agreement shall continue in full force and effect notwithstanding such loss or damage to the equipment. The City shall insure the equipment according to the laws in force and effect in the State of California and such provisions shall be incorporated into the terms and conditions of this Lease Agreement. The City shall punctually pay all insurance premiums when due in respect of any policies of insurance purchased by it or the operating contractor and the City shall provide STA with copies of certificates of such insurance policies. In the event of loss or damage of any kind whatsoever to the equipment, the City shall forthwith comply with the reporting procedures in respect of such loss or damage as established by STA. STA at its sole discretion may either replace the lost or damaged equipment or alternatively direct the City to repair the damaged equipment, and the City shall comply with such direction.

13. **SURRENDER** Upon the termination of this Lease Agreement, the City shall forthwith return the equipment to STA in good condition and repair, ordinary wear and tear resulting from the proper use of the equipment excepted, and the City shall, at its cost, return the equipment to STA at a destination designated by STA, and if the City fails to so deliver the equipment within one (1) week from the termination of this Lease Agreement, STA shall have the right to enter upon the premises where the equipment

may be, and take possession of and remove it at the City's expense, all without legal process. The City covenants that, upon termination of this lease or upon surrender of the equipment for any other reason:

- a) The equipment shall be in good condition and repair;
- b) The records for mechanical repairs shall accompany each vehicle;
- c) Average tire tread depth for all tires shall not be less than 8mm (10/32"), and;
- d) The City shall maintain insurance coverage in accordance with the provisions of Section 12 herein during the period of time that the equipment is being transferred to STA, notwithstanding that this Lease Agreement may be terminated.

**14. LIENS AND CHARGES** The City shall, at all times, keep the equipment free from all levies, liens and encumbrances whatsoever and shall pay all license fees, registration fees and assessments, charges and taxes, which may be now or hereafter imposed directly upon the ownership, leasing, rent, possession or use of the equipment. If the City fails to pay any such levies, liens, encumbrances, assessments, charges or taxes, STA may pay the same and in such event the costs thereof, together with interest calculated monthly at a rate equivalent to the prime rate established by LIBOR on the first day of each month, plus two (2%) percent per annum, shall forthwith be due and payable by the City to STA. Non-payment of such costs by the City to STA forthwith upon demand by STA shall be deemed to be a default under this Lease Agreement.

**15. WARRANTIES** The City acknowledges that STA makes no warranties, either express or implied, as to any matter whatsoever, including without limiting the generality of the foregoing, the condition of the equipment nor its merchantability nor its fitness for any particular purpose.

**16. ASSIGNMENT, SUB-LEASE** The City shall not transfer, deliver up possession of, or sublet the equipment, and the City's interest in this Lease Agreement shall not be assignable by the City without prior written consent of STA; but nothing herein contained shall prevent STA from assigning, pledging, mortgaging, transferring or otherwise disposing, either in whole or in part, of STA's right hereunder.

**17. INDEMNIFICATION** The City shall indemnify STA against, and hold STA harmless from any and all claims, actions, suits, proceedings, costs, expenses, damages and liabilities including the costs arising out of, connected with or resulting from the equipment including without limitation the installation, possession, use, operation or return of the equipment or otherwise on account of any personal injury or death or damage to property occasioned by the operation of the said equipment during the term hereby granted.

**18. DEFAULT** Notwithstanding Section 3, the City covenants and agrees that STA shall have the right to cancel and terminate this Lease Agreement forthwith by reason of any one or more of the following events:

- a) If the City fails to perform any of the terms, conditions, covenants and provisos contained in this Lease Agreement which on its part are to be observed and performed.
- b) If the City uses any equipment included in this Lease Agreement unreasonably or abusively resulting in damage to such equipment or an abnormal reduction in the life of the equipment or any part thereof.

19. **TERMINATION** Upon the termination of this Lease Agreement, the City shall forthwith return to STA all items of equipment as referred to herein and the City shall be liable to STA for damages and costs which STA may sustain by reason of the City's default of this Lease Agreement, including, without limiting the generality of the foregoing, all legal fees and other expenses incurred by STA in attempting to enforce the provisions of this Lease Agreement or to recover damages for default under this Lease Agreement, or to recover any equipment not forthwith returned by the City to STA.

20. **WAIVER** No covenant or proviso contained in this Lease Agreement to be performed by the City may be waived by STA, except by prior written consent of STA, and any forbearance or indulgence by STA in this regard shall not constitute its waiver of such covenant or proviso to be performed by the City.

21. **TIME OF THE ESSENCE** Time is to be of the essence of this Lease Agreement and each and all of its provisions.

22. **INTERPRETATION** It is hereby agreed by and between the parties hereto that wherever the singular or masculine is used throughout this Lease Agreement, the same shall be construed as meaning the plural or the feminine or body corporate or politic respectively and vice versa, where the context or the parties hereto so require and in the case where more than one City is a party hereto, the liability of each City shall be joint and several.

23. **GOVERNING, LAW** This Lease Agreement shall be interpreted and enforced in accordance with the laws of the State of California.

24. **EXECUTORS, ADMINISTRATORS AND ASSIGNS** This Lease Agreement shall ensure to the benefit of and be binding upon the parties hereto, and their respective heirs, executors, administrators, successors and permitted assigns.

Solano Transportation Authority,  
a joint powers authority

City of Fairfield,  
a municipal corporation

By \_\_\_\_\_  
Daryl K. Halls  
Executive Director

By \_\_\_\_\_  
Kevin O'Rourke  
City Manager

## VEHICLE LEASE AGREEMENT

THIS VEHICLE LEASE AGREEMENT dated the 31<sup>st</sup> day of August, 2005 BETWEEN:

**SOLANO TRANSPORTATION AUTHORITY**, a joint powers authority,  
(hereinafter called "STA")

OF THE FIRST PART

AND:

**CITY OF FAIRFIELD**, a municipal corporation,  
(hereinafter called "City")

OF THE SECOND PART

A. **WHEREAS** the City is desirous of leasing from STA the vehicles and equipment described in the list attached hereto as Schedule "A" (hereinafter collectively called the "equipment").

B. **AND WHEREAS** STA owns the equipment.

**THIS AGREEMENT WITNESSETH** that for good and valuable consideration, the parties hereto agree and covenant as follows:

1. **LEASE** STA hereby agrees to lease to the City and the City hereby agrees to lease from STA the equipment, together with all accessories, additions, repairs and replacement parts affixed thereto, now or in the future.

2. **RENT** The City agrees to pay to STA the sum of One Dollar (\$1.00) forthwith and such payment shall be the rental charges payable by the City to STA in respect of the equipment.

3. **TERM** The term of this Lease Agreement shall commence on the date hereof and shall be terminated on that date of the following events first to occur:

- a) That date being thirty (30) days after the City has delivered to STA written notice of its intention to terminate this Lease Agreement; or
- b) That date being thirty (30) days after STA has delivered to the City written notice of its intention to terminate this Lease Agreement; or
- c) That date which STA and the City mutually agree shall be an effective date of termination of this Lease Agreement.

4. **ACCEPTANCE** The City acknowledges that it has inspected the equipment and accepts the equipment as being in a good state of repair, except to the extent that the City notifies STA in writing within ten (10) days of delivery (manufacturer's latent defects included).

5. **USE** The City shall use the equipment only for the operation of Solano Paratransit and other services approved by STA. The City shall observe and adhere to all applicable operating procedures and guidelines, which relate to the use of the equipment.
6. **LOCATION** The City shall cause the equipment to remain situate in the paratransit service area, and the City shall not remove the equipment from the said paratransit service area without the prior written consent of STA.
7. **OWNERSHIP** Title to and ownership of the equipment shall at all times be and remain in the name of STA and the City shall have no right of property therein, except the right to use the equipment in accordance with the terms of this Lease Agreement.
8. **REPAIRS** The City shall maintain and keep the equipment in good condition and repair to the satisfaction of STA.
9. **INSPECTION** STA shall have the right to inspect the equipment, without prior notice, at all reasonable times during the term of this Lease Agreement.
10. **ALTERATION** The City shall not alter or add or allow any other party to alter or add to the equipment in any way without the prior written approval of STA. Any alterations, or additions to the equipment, which are approved by STA, shall become and remain the property of STA. The City shall not permit any advertising to be posted on the exterior or the interior of the equipment, save and except as provided for in the Fairfield/Suisun Transit Advertising Policy and/or advertising requested and approved by STA.
11. **MOTOR VEHICLE INSPECTION** The City shall be responsible for ensuring that the equipment is maintained in compliance with California State Law. The City shall be responsible for ensuring the equipment is submitted for inspections pursuant to the provisions of California Vehicle Code, if so required by said provisions.
12. **LOSS OR DAMAGE** The City assumes and shall bear the entire risk of loss or damage to the equipment. No loss or damage to the equipment or any part thereof shall affect or impair any of the obligations of the City hereunder, and this Lease Agreement shall continue in full force and effect notwithstanding such loss or damage to the equipment. The City shall insure the equipment according to the laws in force and effect in the State of California and such provisions shall be incorporated into the terms and conditions of this Lease Agreement. The City shall punctually pay all insurance premiums when due in respect of any policies of insurance purchased by it or the operating contractor and the City shall provide STA with copies of certificates of such insurance policies. In the event of loss or damage of any kind whatsoever to the equipment, the City shall forthwith comply with the reporting procedures in respect of such loss or damage as established by STA. STA at its sole discretion may either replace the lost or damaged equipment or alternatively direct the City to repair the damaged equipment, and the City shall comply with such direction.
13. **SURRENDER** Upon the termination of this Lease Agreement, the City shall forthwith return the equipment to STA in good condition and repair, ordinary wear and tear resulting from the proper use of the equipment excepted, and the City shall, at its cost, return the equipment to STA at a destination designated by STA, and if the City fails to so deliver the equipment within one (1) week from the termination of this Lease Agreement, STA shall have the right to enter upon the premises where the equipment

may be, and take possession of and remove it at the City's expense, all without legal process. The City covenants that, upon termination of this lease or upon surrender of the equipment for any other reason:

- a) The equipment shall be in good condition and repair;
- b) The records for mechanical repairs shall accompany each vehicle;
- c) Average tire tread depth for all tires shall not be less than 8mm (10/32"), and;
- d) The City shall maintain insurance coverage in accordance with the provisions of Section 12 herein during the period of time that the equipment is being transferred to STA, notwithstanding that this Lease Agreement may be terminated.

**14. LIENS AND CHARGES** The City shall, at all times, keep the equipment free from all levies, liens and encumbrances whatsoever and shall pay all license fees, registration fees and assessments, charges and taxes, which may be now or hereafter imposed directly upon the ownership, leasing, rent, possession or use of the equipment. If the City fails to pay any such levies, liens, encumbrances, assessments, charges or taxes, STA may pay the same and in such event the costs thereof, together with interest calculated monthly at a rate equivalent to the prime rate established by LIBOR on the first day of each month, plus two (2%) percent per annum, shall forthwith be due and payable by the City to STA. Non-payment of such costs by the City to STA forthwith upon demand by STA shall be deemed to be a default under this Lease Agreement.

**15. WARRANTIES** The City acknowledges that STA makes no warranties, either express or implied, as to any matter whatsoever, including without limiting the generality of the foregoing, the condition of the equipment nor its merchantability nor its fitness for any particular purpose.

**16. ASSIGNMENT, SUB-LEASE** The City shall not transfer, deliver up possession of, or sublet the equipment, and the City's interest in this Lease Agreement shall not be assignable by the City without prior written consent of STA; but nothing herein contained shall prevent STA from assigning, pledging, mortgaging, transferring or otherwise disposing, either in whole or in part, of STA's right hereunder.

**17. INDEMNIFICATION** The City shall indemnify STA against, and hold STA harmless from any and all claims, actions, suits, proceedings, costs, expenses, damages and liabilities including the costs arising out of, connected with or resulting from the equipment including without limitation the installation, possession, use, operation or return of the equipment or otherwise on account of any personal injury or death or damage to property occasioned by the operation of the said equipment during the term hereby granted.

**18. DEFAULT** Notwithstanding Section 3, the City covenants and agrees that STA shall have the right to cancel and terminate this Lease Agreement forthwith by reason of any one or more of the following events:

- a) If the City fails to perform any of the terms, conditions, covenants and provisos contained in this Lease Agreement which on its part are to be observed and performed.
- b) If the City uses any equipment included in this Lease Agreement unreasonably or abusively resulting in damage to such equipment or an abnormal reduction in the life of the equipment or any part thereof.

19. **TERMINATION** Upon the termination of this Lease Agreement, the City shall forthwith return to STA all items of equipment as referred to herein and the City shall be liable to STA for damages and costs which STA may sustain by reason of the City's default of this Lease Agreement, including, without limiting the generality of the foregoing, all legal fees and other expenses incurred by STA in attempting to enforce the provisions of this Lease Agreement or to recover damages for default under this Lease Agreement, or to recover any equipment not forthwith returned by the City to STA.

20. **WAIVER** No covenant or proviso contained in this Lease Agreement to be performed by the City may be waived by STA, except by prior written consent of STA, and any forbearance or indulgence by STA in this regard shall not constitute its waiver of such covenant or proviso to be performed by the City.

21. **TIME OF THE ESSENCE** Time is to be of the essence of this Lease Agreement and each and all of its provisions.

22. **INTERPRETATION** It is hereby agreed by and between the parties hereto that wherever the singular or masculine is used throughout this Lease Agreement, the same shall be construed as meaning the plural or the feminine or body corporate or politic respectively and vice versa, where the context or the parties hereto so require and in the case where more than one City is a party hereto, the liability of each City shall be joint and several.

23. **GOVERNING, LAW** This Lease Agreement shall be interpreted and enforced in accordance with the laws of the State of California.

24. **EXECUTORS, ADMINISTRATORS AND ASSIGNS** This Lease Agreement shall ensure to the benefit of and be binding upon the parties hereto, and their respective heirs, executors, administrators, successors and permitted assigns.

Solano Transportation Authority,  
a joint powers authority

City of Fairfield,  
a municipal corporation

By \_\_\_\_\_  
Daryl K. Halls  
Executive Director

By \_\_\_\_\_  
Kevin O'Rourke  
City Manager



DATE: September 19, 2005  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Paratransit Assessment Study

**Background:**

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

Solano Paratransit is funded by Transportation Development Act (TDA) funds from Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. Over the years, the STA has secured a variety of other funds for this service including 5310 grants for new buses and Regional Paratransit State Transit Assistance Funds. An updated multi-year funding agreement has been under development for the funding distribution from FY 2005-06 and beyond.

**Discussion:**

The STA has administered intercity paratransit since the early 1990s. The Americans for Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. Before 1995, intercity paratransit and Vallejo intracity paratransit services for the elderly and handicapped were operated, under contract with the STA, by a non-profit organization – the Solano County Economic Opportunity Council (SCEOC). When SCEOC was suddenly unable to provide the service, STA has maintained the Solano Paratransit service through a contract with Fairfield-Suisun Transit which operates the service on behalf of the STA and partner agencies.

Solano Paratransit began operating countywide paratransit while local transit operators developed their own local paratransit services for trips *within* their cities. At the same time, Vallejo Runabout began operating both intracity and intercity paratransit services for the Vallejo and Benicia Transit users. Subsequently, Benicia began to directly contract for their intercity paratransit service via Vallejo Runabout. At this time, all three intercity paratransit services contract with the same provider – MV Transportation. Nevertheless, there are differences in how the service is delivered. ADA requirements are more strictly applied in some areas than others. This highlights the issue that ADA and general paratransit service can be delivered in more than one manner to meet the legal requirements of ADA. Policies on how services are delivered also impact the increasing cost of paratransit services.

Ten years ago, the last of a series of ADA Compliance Plans was completed by the STA in conjunction with the Solano transit operators. There has not been a thorough analysis of Solano Paratransit service since. With the update of the funding agreement among the existing six partners currently in process, policy issues of how to deliver services in the future have arisen. This is an opportune time to analyze existing Solano Paratransit service, future service options, and priorities.

**Fiscal Impact:**

Funding (\$35,000) for this study was approved by the STA Board as part of the State Transit Assistance Funds (STAF) project list for FY 2005-06.

**Recommendation:**

Recommend the following to the STA Board:

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



DATE: September 19, 2005  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: State Partnership Planning Grant and Local Match for SR 113 Major Investment and Corridor Study and Status Report and Grant Request for Other Pending Corridor Studies

**Background:**

Caltrans annually provides grant opportunities through the State Transportation Planning Grant Program for several categories including a Partnership Planning Grant program where corridor studies are eligible. This year a total of \$1 million is available on a state-wide competitive basis with a maximum grant amount of \$300,000 per project. The STA previously submitted applications for grant funding for the Hwy 12 Rio Vista Bridge and a SR 113 Corridor Study/Major Investment Study. The City of Vallejo submitted an application for State Transportation Planning funds under the Community Based Transportation Planning category to study land use improvements on SR29 through Vallejo.

In 2004, MTC in partnership with STA and other agencies submitted and received a Partnership Planning Grant to study planning and land uses along the I-80/Capitol Corridor. The STA received an SP&R grant to complete the I-80/I-680/I-780 Corridor Study. In addition, the STA completed a Major Investment Study for Hwy 12 in 2002. This left SR 12 Rio Vista Bridge, SR 113, and SR 29 as the remaining corridors in Solano County that the STA would like to study. These corridor studies are also recognized as part the STA's 2005 to 2007 work program.

*Status of Grant Requests*

SR12 Realignment and Rio Vista Bridge Study- The STA submitted an application with support from the Metropolitan Transportation Commission and Caltrans District 4 for Caltrans Headquarters to consider funding in FY 2003-04 and FY 2004-05. However, the grant program was very competitive due to numerous grant requests and relatively low available funding (\$820,000 statewide both fiscal years). As a result, the STA did not receive an award for those years.

The positive news is that the City of Rio Vista did receive a federal earmark for \$560,000 as part of the 2005 federal transportation reauthorization bill (SAFETEA) to study the bridge and to install signs city wide. Staff from Rio Vista, STA, and Caltrans met on September 7th to discuss initial steps to kick the project off sometime in the fall of 2005.

SR 113 Corridor Study- The STA submitted a grant request for SR 113 at the same time as SR 12 Rio Vista Bridge proposal. Caltrans did not award funding for SR 113 proposal primarily due to factors mentioned above for the bridge proposal.

SR 29 Corridor Study- The City of Vallejo submitted an application to study the SR 29 corridor last year. Caltrans did not award funding for this project, however, the City of American Canyon and the Napa County Transportation Planning Agency (NCTPA) have been conducting a study on SR29 just north of the Vallejo city limit for their segment of the corridor. The project is in its final stages of development with planned improvements to limit SR 29 to four lanes with frontage roads on each side. The City of Vallejo was an active participant in this project since its inception.

#### I-80/Capitol Corridor Study

The Metropolitan Transportation Commission (MTC) in partnership with Sacramento Area Council of Governments (SACOG), Solano Transportation Authority (STA), Sacramento and Placer Counties were successful in securing a \$300,000 from the 2005-06 Caltrans Partnership Planning Grant entitled "Smarter Growth along the I-80/Capitol Corridor" (I-80/Capitol Corridor Study). This grant will be funded by Caltrans starting on October 1, 2005.

As part of this grant, STA will be developing Phase 2 (transit component) of the new Solano Napa Travel Demand Model. This new modeling component will assist the STA and its partner agencies conduct various "what if" land use scenarios to evaluate types and amounts of in-fill and transit oriented developments that could be most supportive of express bus, rail, and carpool/ vanpool modes. STA staff would also like to use this study to further develop and refine Transportation for Livable Communities (TLC) projects along the corridor.

#### **Discussion:**

Caltrans is currently accepting applications for this year's State Transportation Planning Grant cycle. Since Rio Vista received a federal earmark for the bridge study, staff will not need to submit another request for the bridge project; however, staff would like to prepare a grant request for SR 113. The SR 113 grant request will be revised from the previous request to include a broader scope of work that would identify safety improvements, realignment options, and funding options (including the future feasibility of a toll lane facility). A draft outline of goals and objectives for the grant proposal is attached. This will provide a basis for STA staff for the grant application.

The SR 113 proposal will request \$250,000 to complete the project with a required local match of 20% or \$62,500. STA staff is currently working with the County of Solano and the City of Dixon to assist in providing a funding contribution or providing in-kind services for the local match. A local match with funding contributions identified would make the SR 113 grant application more competitive.

Also, STA staff will work with the City of Vallejo to plan improvements on SR29 and will encourage another application to be submitted for a future year grant program submitted.

#### **Recommendation:**

Forward a recommendation to the STA Board to adopt a resolution approving an application for Caltrans' State Transportation Planning Grant Program for \$250,000 for the SR 113 Corridor Study with a local match of in-kind or funding contribution.

#### Attachment:

- A. SR 113 Corridor Study Draft Goals and Objectives

## Hwy 113 Corridor Study

### Grant Proposal- Draft Goals and Objectives

Project Segment- SR 113 from SR12 to I-80  
Grant Request Amount: \$250,000

#### **Project goal #1-** Planning- alignment and evaluation

Determine what improvements are going to be needed to accommodate current and future traffic growth on Hwy 113.

#### Objectives

1. Conduct traffic counts at key locations (SR 12, I-80, downtown Dixon and Midway Road)
2. Survey existing traffic information (i.e. types of traffic- trucks vs autos; and determine origination/destination of traffic corridors based on the Solano Napa Travel Demand Model data, traffic counts, and other available data)
3. Inventory currently planned projects land use and transportation projects along SR113 in proposed segment and in Yolo County (SHOPP projects/Expansion projects Interchange improvements)
4. List currently funded projects and when projects are scheduled for completion including ongoing maintenance schedules (if any?)
5. Gather accident information and determine high incident locations
6. Develop short term safety improvements
7. Develop cost for safety improvements
8. Identify at least two alternative alignments in addition to the existing SR 113 alignment
9. Project traffic volumes out to at least 2030 for existing SR 113 for each of the two alternatives
10. Select a preferred short term operational improvements as well as long term cost and alignment options for SR 113
11. Determine potential environmental impacts of the alternative alignments

#### **Project goal #2-** Funding Options

Determine various potential funding mechanisms including the feasibility of constructing a toll lane on SR 113

#### Objectives:

1. Forecast revenue generated by toll lane
2. Conduct public opinion surveys of toll lane vs. traditional funding source options (i.e. ITIP, SHOPP, transportation sales tax, impact fees) at SR 113
3. Research pros and cons of creating a toll lane (provide examples of projects with similar issues related to SR 113)
4. Determine what will need to happen in order to build a toll lane in terms of process (i.e. legislation, funding mechanisms, bonding, etc.)
5. Estimate the cost revenues of constructing a toll lane

6. Determine if benefits of having a toll lane with future improvements potentially funded with toll revenue is greater than not having a toll road and still needing to construct improvements identified in Goal #1

**Project Goal #3- Partnership**

Create a SR 113 public/multi-government agency partnership to provide comments, recommendations, and consensus for improvements along project segment.

Objectives:

1. Identify key contacts to participate on the SR 113 Improvement Partnership Committee from Caltrans District 4 and 3, Hwy 12 Association, City of Dixon Public Works and Planning Departments, Yolo County Transportation Department, City of Dixon, City of Vacaville, Solano County Resource Management, and Solano Transportation Authority, public members appointed by potentially affected cities (Dixon, Vacaville) and county unincorporated area.
2. Identify partnership participants roles and how they are potentially affected by improvements to SR 113.
3. Schedule project development meetings with the partnership to provide input at key project milestones.
4. Provide regular updates to Partnership between project development meetings via e-mails or memo's

**Project Goal #4- Public Outreach**

Provide ample opportunities for public input in the development of the SR 113 Improvements process.

Objectives:

1. Schedule and advertise a project workshop to provide an opportunity for public comments in the cities of Dixon and Vacaville.
2. Develop database of names and addresses of interested public members for future public input meeting advertisements/mailouts from project kick off meeting.
3. Schedule and advertise a project status update meeting at a central location for interested public to provide feedback on project development
4. Schedule and advertise a meeting for public review of the draft planning document before document is finalized.
5. Ensure all advertisements of public input meetings include at least press releases to all major and local newspaper publications, distribution of press release to affected cities and regional planning agencies, post press releases on STA website and provide the link to affected cities and planning agencies with project contact information for questions and comments.
6. Schedule a public hearing prior to any document approval for the SR 113 Corridor Study by the Solano Transportation Authority Board of Directors.

**Project Goal #5- Budget**

Ensure the project budget is adequate and prevent any potential project cost overrun

Objectives:

1. Obtain consultant services not to exceed identified budget amount
2. Develop a reasonable allocation of budget to specific tasks as negotiated with consultant
3. Have consultant provide expenditure reports and budget status updates on a regular basis.

**Project Goal #6- Implementation**

Implement the study in a timely manner. Incorporate recommendations that can be included in regional and city planning programs (e.g. MTC's Regional Transportation Plan, Caltrans SHOPP list and corridor concepts update, STA's CTP Arterial, Highways and Freeways Element update, and STA's Congestion Management Program, Yolo County or Sacramento Area Council of Governments Transportation Plan, and future general plan updates of affected cities).

Objectives:

1. Identify applicable planning cycles for the various transportation planning agencies
2. Develop reasonable schedule with project milestones, partnership meetings, opportunities for public comment, and project completion date.

**Project Goal #7- Deliverables**

Create a planning deliverables that will be beneficial to the SR 113 Partnership

Objectives:

1. Develop a SR 113 Corridor Study equivalent to a Major Investment Study identifying operational improvements and associated costs for Caltrans, SACOG, MTC, STA and affected cities and unincorporated Solano County to plan accordingly and consider for future funding allocations and county and regional project prioritization.
2. Develop a toll road benefit analysis for SR 113 as a reference for future toll road consideration or case study for the Bay Area and Sacramento regions.
3. Provide a section of contact agencies by associated with improvements to SR 113 by identifying members of the Partnership and their roles and responsibilities.
4. Provide traffic forecasts and other related based on the Solano Napa Travel Demand Traffic Model and traffic models of potentially affected agencies.
5. Develop an implementation strategy that identifies the long range alignment of SR 113, a short and long term improvement strategy and next steps.





DATE: September 21, 2005  
TO: STA TAC  
FROM: Sam Shelton, Planning Assistant  
RE: Final 2005 Congestion Management Program (CMP)

**Background:**

Since 1991, California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. This includes Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards, based on the STA's Travel Demand Model, are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's CMPs for consistency every two years.

The STA Board approved the STA's current CMP on February 11, 2004. On March 23, 2005, STA Staff requested LOS calculations and comments from the TAC on the Draft 2005 CMP by June 1, 2005. The Draft 2005 CMP was circulated to the TAC and SolanoLinks Consortium on May 25, 2005 and June 29, 2005. The STA Board approved the Draft 2005 CMP for MTC's T-2030 consistency review on July 13, 2005.

**Discussion:**

No further comments have been received on the Draft 2005 CMP since the STA Board approved the draft for MTC's consistency review.

The following is a list of tentative dates for the development of the 2005 CMP, with a deadline to submit the final CMP to MTC in November 2005:

September 28	TAC & Consortium recommends approval of Final 2005 CMP
October 12	STA Board approves 2005 CMP
November 18	Final CMP due to MTC

**Fiscal Impact:**

None.

**Recommendation:**

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

**Attachment:**

- A. Final 2005 Solano Congestion Management Program  
(to be provided under separate cover)



DATE: September 21, 2005  
TO: STA TAC  
FROM: Jennifer Tongson, Assistant Project Manager  
RE: Programming of the 2006 State Transportation Improvement Program (STIP)

**Background:**

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

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).

Prior to this year, 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.

As part of the 2002 STIP, approximately \$2 million in Solano County RTIP funds were programmed by STA to 8 Local Streets & Roads projects (LS&R), one per local agency. The funding for those LS&R projects were pushed back 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, and 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 proposed a strategy to "swap" the STIP funds with funds from the upcoming SAFETEA Cycle 3 STP funds for local road rehabilitation. Solano County is expected to receive approximately \$3.5 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. The STA Board approved the LS&R fund swap strategy at their September 14<sup>th</sup> meeting.

**Discussion:**

The CTC is preparing for the 2006 STIP cycle, covering the period from FY 2006-07 to FY 2010-11. The CTC is scheduled to review and approve the 2006 STIP Fund Estimate (FE) and Policies and Procedures at the September 29<sup>th</sup> CTC meeting. MTC is anticipating new programming capacity with the 2006 STIP for the outer years (FY 2009-10 and 2010-11), however, regional and countywide estimates will not be released until after the FE is approved due to the instability of STIP projections. Approximately 75% of new STIP funds will be from the Public Transportation Account (PTA) for public transportation related projects. To reflect that, CTC is currently discussing the policy of dedicating 75% of the estimated new capacity exclusively toward PTA eligible projects (i.e. transit projects).

The proposed 2006 RTIP Policies and Procedures are similar to the 2004 STIP with the exception of changes made by CTC. An MTC memo regarding the 2006 RTIP development and the 2006 RTIP Policies and Procedures are attached for your review. MTC is requesting comments on the regional policies and procedures by September 30<sup>th</sup>. The most prominent changes regarding local project delivery include:

- In accordance with new federal and state rules, a project must be encumbered by the award of a construction contract within six-months of CTC allocation.
- Implementing agencies must invoice against allocated funds at least once in a six-month period following allocation of funds, until project close out. Funds not invoiced at least once in a 6-month period are subject to de-obligation from the project. Funds not invoiced at least once in a 12-month period are permanently lost to the region.

In preparation for the 2006 STIP Fund Estimate, STA staff has been meeting with members of the TAC and Consortium to evaluate the projects programmed in the current STIP to determine where the new STIP funding should be programmed. STA staff is

proposing that any new STIP funding coming to Solano County be distributed and programmed to three of STA's priority projects that are already listed in the STIP. The three priority projects currently programmed in the STIP are the I-80/I-680 Interchange, the Jepson Parkway, and the Vallejo Station. After the 2006 Fund Estimate is approved on September 29<sup>th</sup>, MTC will release the Bay Area's countywide distribution. A special TAC meeting will be called in early October to discuss and program the new STIP funds prior to consideration by the STA Board.

**Recommendation:**

Approve the following:

1. Review and provide comments to MTC's draft 2006 RTIP Policies and Procedures.
2. Set Special TAC Meeting to program 2006 STIP following CTC approval of 2006 STIP Fund Estimate.

Attachments:

- A. Updated Solano County STIP Funding Program.
- B. MTC Memo, 2006 RTIP Policies, Procedures and Project Selection Criteria
- C. Draft 2006 RTIP Policies, Procedures, and Project Selection Criteria



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

Agency	Rte	PPNO	Project	Total	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	R/W	CON	E&P	PS&E	Notes
MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)	26		26						26			Alloc: 06-07
Vallejo	ferry	2260	Vallejo Ferry Terminal, Parking	1200	1200									1200	Alloc: April 2006
Vallejo	ferry	2261	Baylink Ferry Maint. Facility	425	425							425			Alloc: Jan 2006
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	125	125								225	125	Alloc: Jan 2006
Benicia	rail	6045M	Intermodal transit station, Benicia	225											Lapses to 2006 STIP
MTC		2152	PPM	29	29							29			Alloc rec'd: June 2005
MTC/STA	res	2263	TE Reserve	38	38							38			Must alloc. by Apr 2006
MTC		5152A	TE Reserve	1629	1629							1629			
			Prior Commitments (Not Part of 2006 STIP Target)	3671	3671	26						2147	225	1325	
Calltrans	37	5201D	Napa River-Sonoma Bl. planting	441		441						441			
Vallejo	ferry	2260	Vallejo ferry terminal, parking	6528		6528						6528			\$6100+\$428 (Vjo Is&R)
STA	loc	5301	Jepson Parkway (I-80 reliever)	12260		12260						12260			combined Jepson (general pot)
STA	loc	5301	Jepson Parkway (I-80 reliever)	661		661						661			Is&R: VV(342)+DX(09)+RV(74)+SC(140)
STA	loc	5301	Jepson: Vanden Rd. widen (Sol. Co)	8293		2400	5893				2400	5893			\$2400+\$5500+\$393(SolCo Is&R)
STA	loc	5301	Jepson: Walters Rd. ext (Fairfield)	3300		3300						3300			confirmed by FF
STA	loc	5301K	I-80/690 Interchange	11412		11412						11412			to match RM2 IPR
Benicia	loc	6045A	West K Street, W 9th to Military W overth	454		454						454			to \$44, Inter: 10-11
Dixon	loc	6045B	So. Lincoln St. West A-H-Hillview, overlay	405		405						405			to Jepson 08-09
Fairfield	loc	6045C	Hillbom Rd. Waterman-Putah S. Canal, r	364		364						364			to FF&V Trak, Station 07-08
Solano Co.	loc	6045D	Daily Rd., Locke Rd., Sikes Rd., overlay	393		393						393			to Jepson Vanden 08-09
Suisun City	loc	6045E	Emperor Dr., Petersen Rd., rehab	440		440						440			to Jepsen 08-09
Vacaville	loc	6045F	Nut Tree Rd., Ulatis-Orange, resurfacing	342		342						342			to Jepson 08-09
Vallejo	loc	6045G	Lanoni St., Curleia Pkwy, Sonoma Bl., re	428		428						428			to Vjo, Station 08-09
Rio Vista	loc	6045H	Front St. Main-Garrardes, overlay	74		74						74			to Jepson 08-09
MTC	mat	2170	CMAQ match reserve	478		478						478			must reprog. to another project
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield	2489		2489						2489			\$2125+364(FF Is&R)
CapCom/JPA	rail	6045L	Bahia Viaduct Track & Bridge Upgrade	1000		1000						1000			confirmed by CC
Benicia	rail	6045M	Intermodal transit station, Benicia	1254					1254					1254	\$1100+154(Ben Is&R)
MTC		21522	PPM	58	29	29						58			
MTC/STA		2263	PPM	138	39	39	60					138			
			Total Non-TE Subject to Reprogramming in 2006 STIP	47834	0	11921	5957	28702	0	1254	2400	44180	0	1254	includes \$178 from CMAQ Match
MTC	res	5152A	TE Reserve	1769		462	706	601				1769			
			Total TE Subject to Reprogramming in 2006 STIP	1769	0	462	706	601	0	0	0	1769	0	0	





## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: September 19, 2005

FR: Kenneth Folan

RE: 2006 RTIP Policies, Procedures and Project Selection Criteria

### **Background**

The State Transportation Improvement Program (STIP) provides funding for a significant number of transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the STIP for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding, due to the California Transportation Commission (CTC) by January 30, 2006. The 2006 STIP will include programming for the five fiscal years from 2006-07 through 2010-11.

The 2006 RTIP Policies, Procedures and Selection Criteria were presented for discussion to the Finance Working Group at its June 2005 meeting. After input from PTAC, the 2006 RTIP Policies and Procedures will be forwarded to MTC for review at the October 12 Programming and Allocations Committee and approval at the October 26 Commission meeting.

At its September 29 meeting, the CTC is scheduled to approve the 2006 STIP Fund Estimate, release the annual county share targets, and approve the CTC 2006 STIP Guidelines. These actions will be incorporated into MTC's 2006 RTIP Policies, Procedures and Selection Criteria.

### **2006 RTIP Development**

The following principles will frame the development of MTC's 2006 RTIP, the region's contribution to the 2006 STIP.

- MTC will work with CTC staff, CMA's, transit operators, Caltrans, and project sponsors to prepare the 2006 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that will meet a regional objective. Among these considerations would be operational projects intended to improve the performance of the metropolitan transportation system as a whole, projects proposed for the Interregional Transportation Improvement

Program (ITIP), and projects that meet commitments in Transportation 2030, such as the Streets and Roads/Transit Capital shortfall funding commitment. Given the recent financial hardships for state transportation funding, any regional priorities would have to be considered in light of 1) size and magnitude of regional need, 2) availability and timing of state funding, and 3) availability and timing of other funding sources to fund projects of regionwide benefit.

- MTC will continue to work with CMAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions in the face of severely limited STIP allocations. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region.

#### **2006 RTIP Policies, Procedures and Selection Criteria**

Attached are MTC's Draft 2006 RTIP Policies, Procedures and Selection Criteria and Draft 2006 RTIP Amendments/Extensions Rules and Procedures. The documents are similar to the 2004 RTIP documents except where guidance from the CTC changes. Changes include:

- In accordance with new federal and state rules, a project must be encumbered by the award of a construction contract within six-months of CTC allocation. Additionally, implementing agencies must invoice against allocated funds at least once in a six-month period following allocation of the funds, until project closeout. Funds not invoiced at least once in a six-month period are subject to de-obligation from the project. Federal funds not invoiced at least once in a twelve-month period are permanently lost to the region, with no adjustment to the county share balance. Federal funds for transit projects must meet applicable Federal Transit Administration (FTA) invoicing requirements.
- In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. State and federal agencies will soon require projects funded with federal highway trust funds to meet applicable Intelligent Transportation Systems (ITS) architecture requirements. Beginning with the 2006 RTIP, MTC is requiring all applicable projects to conform with the regional ITS architecture. Information on the regional ITS architecture can be found at:  
<http://www.mtc.ca.gov/planning/ITS/index.htm>.
- Based on discussions between CMAs and MTC, programming of the regional Planning, Programming and Monitoring (PPM) funds during the 2006 STIP period will be determined when the outcome is known of a possible legislative change to the amount of PPM available to the region. Once the outcome is known, MTC will forward a resolution to the Commission to formalize the PPM split between CMAs and MTC. Until a legislative change

occurs, MTC will use \$500,000 of annual PPM; in the event that the annual PPM is less than \$1 million, MTC will use up to 50% of available PPM.

- At its September 2005 meeting, the CTC will adopt changes to the STIP guidelines that incorporate performance measures into the RTIP and ITIP review process. According to the guidelines, a regional, system-level performance report must be submitted along with the RTIP submission. MTC staff is developing this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level. In addition, project-level performance measure data will be reviewed for new projects greater than \$50 million or 50% of a county's available share. MTC intends to submit 8-10 projects for review as well, though it is possible there will not be this many new projects. In that case, we expect to submit a shorter list, which might include some existing STIP projects. The project-level performance measures will be submitted to MTC by the CMAs.
- It is the Commission's policy that all major new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. Beginning with the 2006 STIP, MTC is requiring that all applicable RTIP projects conform to the regional policy. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, modifies a freeway interchange, or reconstructs an existing freeway. A project is considered "new" if it does not have an approved Project Study Report (PSR) by December 2004. Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.
- Early notification of cost increases allows the CMA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming. For projects with a total estimated cost over \$25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10% of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit updated STIP Fact and Funding sheets to the appropriate CMA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.
- If new TE funds become available as part of the 2006 STIP, the funds will be split according to the same formula: 50% available for county discretionary TE funding and 50% available for the County TLC program, with the existing distribution schedule for fiscal years FY 2006-07 through FY 2008-09. For fiscal years FY 2009-10 and FY 2010-11, the TE funds will be split 50-50 in each year.

- In response to new state and federal requirements, RTIP funds must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (e-76) request must be submitted simultaneously with the RTIP allocation request when the request includes federal funds – especially TE funds.
- The policies of MTC for the 2006 RTIP will be based on the 2006 STIP Guidelines released by the CTC on September 29, 2005.

MTC encourages input from our partners on the 2006 RTIP Policies and Procedures. Please contact Kenneth Folan at (510) 817-5804 or [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) with questions or comments.

**Attachments**

J:\COMMITTEE\Partnership\Partnership TAC\2005 PTAC\05 Memos\ September\2006 STIP Policies and Procedures memo.doc

Date: October 26, 2005  
W.I.: 1515  
Referred by: PAC

Attachment 1  
Resolution No. 3689  
Page 1 of 38

**DRAFT  
2006  
Regional Transportation Improvement Program  
Policies, Procedures,  
and Project Selection Criteria**

**October 26, 2005**

**MTC Resolution No. 3689  
Attachment 1**

**Metropolitan Transportation Commission  
Programming and Allocations Section  
<http://www.mtc.ca.gov/funding.htm>**

**2006 RTIP  
Regional Transportation Improvement Program  
Policies, Procedures and Project Selection Criteria  
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## **2006 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria**

### **Background**

The State Transportation Improvement Program (STIP) provides funding for a significant number of transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the STIP for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding, due to the California Transportation Commission (CTC) by January 30, 2006. The 2006 STIP will include programming for the five fiscal years from 2006-07 through 2010-11.

### **2006 RTIP Development**

The following principles will frame the development of MTC's 2006 RTIP, the region's contribution to the 2006 STIP.

- MTC will work with CTC staff, CMA's, transit operators, Caltrans, and project sponsors to prepare the 2006 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that will meet a regional objective. Among these considerations would be operational projects intended to improve the performance of the metropolitan transportation system as a whole, projects proposed for the Interregional Transportation Improvement Program (ITIP), and projects that meet commitments in Transportation 2030, such as the Streets and Roads/Transit Capital shortfall funding commitment. Given the recent financial hardships for state transportation funding, any regional priorities would have to be considered in light of 1) size and magnitude of regional need, 2) availability and timing of state funding, and 3) availability and timing of other funding sources to fund projects of regionwide benefit.
- MTC will continue to work with CMAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions in the face of severely limited STIP allocations. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds, MTC will work with its transportation partners to deliver projects in the region.

- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region.

### **Key Policies and Guidance**

The following policies serve as the primary guidance in the development of the 2006 RTIP.

#### **Consistency with Regional and Local Plans**

##### **RTP Consistency**

Transportation 2030 Plan, the 2005 Regional Transportation Plan (RTP) established a policy based on three strategies: adequate maintenance of the existing system, system efficiency, and strategic expansion. Programming policies governing the STIP and other flexible, multi-modal discretionary funding sources such as the federal Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) funds need to be responsive to that policy. New projects submitted for RTIP consideration must include a statement addressing how the project meets the strategies set forth in the RTP.

##### **Local Plans**

Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

#### **CTC Guidance**

The California Transportation Commission (CTC) 2006 STIP guidelines are scheduled for adoption in September 2005. After release, the MTC 2006 RTIP Policies, Procedures and Project Selection Criteria will be revised to reflect any changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: <http://www.dot.ca.gov/hq/transprog/stip>. All CMAs and project sponsors are required to follow the MTC and CTC STIP guidelines in the development and carrying out of the 2006 RTIP and STIP.

#### **2006 RTIP Development Schedule**

Development of the 2006 RTIP under these procedures will be done in accordance with the schedule outlined in Attachment A of these policies and procedures.

#### **RTIP County Share Targets**

Attachment C-1 of the Policies and Procedures provides the county share targets for each county for the 2006 RTIP. Each county's project list, due to MTC in draft form by October 28, 2005, must be constrained within these county share limits unless arrangements have been made with other counties to aggregate the county share targets. The final county share programming targets will be established in the 2006 STIP Fund Estimate adopted by the CTC on September 29, 2005, or as subsequently amended by the CTC. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets.

### **Project Eligibility**

SB 45 (Chapter 622, Statutes 1997) considerably expanded the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

### **RTIP Project Solicitation**

Each county congestion management agency (CMA), or countywide transportation planning agency for those counties that have opted out of the CMA requirement, is responsible for soliciting projects for its county share of the RTIP. The CMA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP funding, recognizing the expanded project eligibility allowed under SB 45.

### **Public Involvement Process**

MTC is committed to having the CMAs as full partners in development of the RTIP. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process. Federal regulations call for active outreach strategies in any metropolitan planning process, but opportunities for the public to get involved are especially important with the project selection process for the RTIP.

Below are suggestions for congestion management agencies to use in seeking suggestions and comments on proposed projects that will be submitted to MTC for inclusion in the 2006 RTIP. Further guidance is contained in the CMA Guidelines for Public Involvement Strategy for the Transportation 2030 Plan.

- Hold an appropriate number of public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
- Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take final action.
- In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
- Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

### **Federal Transportation Enhancement (TE) Funds / County TLC Program**

The CTC has adopted a policy to reform the manner in which federal Transportation Enhancement (TE) funds are programmed in the State. During the Transportation Efficiency Act for the Twenty-First Century (TEA-21), the regional TE funds were programmed by the regions under the provisions of AB 1012 (Chapter 783, Statutes of 1999 - Torlakson). With SAFETEA, the CTC has reformed the State's TE programming policy, and is implementing the regional TE program through the STIP under the SB 45 (Chapter 622, Statutes 1997) process.

During the 6-year 2004 STIP period, from FY 2003-04 through FY 2008-09, half of the TE funding available to the region was made available for the County Transportation for Livable Communities (TLC) program, and the remaining half was available for the counties to program at their discretion. Due to the limited funding in the STIP, and the timing of the TLC programming cycle, the county discretionary TE funding utilized the TE capacity for the first three years, and none of the last three years of the STIP. The County TLC program utilized none of the STIP TE capacity in the first three years, and all of the TE capacity in the last three years. In response to SB 45 Timely Use of funding requirements, it may be necessary to make adjustments to the actual fiscal year of funding of County TE discretionary and County TE TLC projects. The CMAs and MTC staff will work together in meeting the SB 45 deadlines for TE funding.

If new TE funds become available as part of the 2006 STIP, the funds will be split according to the same formula: 50% available for county discretionary TE funding and 50% available for the County TLC program, with the same distribution schedule for fiscal years FY 2006-07 through FY 2008-09. For fiscal years FY 2009-10 and FY 2010-11, the TE funds will be split 50-50 in each year.

### **RTIP Projects in the Transportation Improvement Program (TIP)**

In response to new state and federal requirements, RTIP funds must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (e-76) request must be submitted simultaneously with the RTIP allocation request when the request includes federal funds – especially TE funds.

### **Caltrans Project Nomination**

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CMA (or countywide transportation planning agency for those counties that have opted out of the CMA requirement). The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CMA within the timeframe and deadline prescribed by the applicable CMA.

Whenever Department programming recommendations or nominations are not included in the CMA's RTIP proposal, the CMA must identify those recommendations and provide an explanation of its reasons for not accepting them with its submittal to MTC. Where the Department has identified unprogrammed State highway improvement needs and the CMA's proposed RTIP funding includes programming for rehabilitation or improvement projects off the State highway system, the CMA must identify those needs and provide either an explanation of how funding to meet the State highway improvement needs will be met or provide an explanation for its reason for not reserving RTIP county share to preserve future capacity for meeting those needs. These explanations should be made with reference to the regional transportation plan, the cost effective use of state funds, and the evaluation of the cost-effectiveness and performance measures of the CMA's RTIP Candidate submittal, as specified in the CTC STIP Guidelines.

#### **Title VI Compliance**

Investments made in the RTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. The CMA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

#### **Intelligent Transportation Systems Policy**

In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. MTC, state and federal agencies will soon require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Beginning with the 2006 RTIP, MTC is requiring that all applicable projects conform to the regional ITS architecture. Through the on-line WEBFMS application process, 2006 RTIP project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: <http://www.mtc.ca.gov/planning/ITS/index.htm>.

#### **Traffic Operations System Policy for Major New Freeway Projects**

It is the Commission's policy that all major new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. Beginning with the 2006 STIP, MTC is requiring that all applicable RTIP projects conform to the regional policy. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. A project is considered "new" if it does not have an approved Project Study Report (PSR) by December 2004, or does not have funds programmed for the construction phase in the STIP as of December 2004. Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.

### **Accommodations for Bicyclists, Pedestrians and Persons with Disabilities**

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

In selecting projects for inclusion in the RTIP, the CMAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

#### **Federal Policy Mandates**

TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted." (Section 1202)

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides a best practices concept as outlined in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure." (<http://www.fhwa.dot.gov/environment/bikeped/Design.htm>)

#### **State Policy Mandates**

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (<http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf>), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

#### **Regional Policy Mandates**

All projects programmed in the RTIP must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2001 Regional Bicycle Plan (a component of the

2001 RTP) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <http://www.mtc.ca.gov/projects/rtp/bicycle.htm>

#### **Grant Anticipation Revenue Vehicle (GARVEE) Bonding**

Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects.

#### **AB 3090 Project Replacement or Reimbursement**

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of local funds. With the concurrence of the appropriate transportation planning agency, the California Transportation Commission and Caltrans, one or more replacement state transportation project shall be identified and included in the STIP for an equivalent amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within twelve months of the CTC approval. Section 2.c of the AB3090 Policy, adopted by the CTC in April 2003 states, "The local agency commits to award a contract or otherwise begin delivery of the project component within 12 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met."

The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region.

### **AB 872 Advance Expenditure of Funds**

AB 872 (Statutes of 2001, Chapter 815) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is included in the current fiscal year's state transportation improvement program and for which the commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC discourages the use of AB 872 to expend funds in the programmed year prior to allocation by the CTC until the state financial situation stabilizes. Allocation of funds in the year programmed is not guaranteed due to the current state financial situation. Therefore, sponsors are exposing themselves to the risk of expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an AB 872 request, the sponsor must notify the CMA, MTC and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

### **AB 608 Contract Award Provisions**

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CMA within 30 days of the contract award, to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

### **Caltrans Quality Assurance Oversight**

For projects on the state highway system, the Department of Transportation must verify that procedures are adequate to ensure completed work conforms to established standards, policies, and practices. The Department must perform this quality assurance as part of its responsibility for the planning, design, construction, maintenance, and operation of the state highway system (Government Code 14520.3 (b)).

The Department will charge a fee for its quality assurance oversight services on all state highway project components implemented by an agency other than the Department, as prescribed in the Department's document on "Implementing Agency Responsibilities for State Transportation Improvement Program (STIP) projects on State Highways" and as identified in the project cooperative agreement. Generally, the Department will withhold ten percent from the STIP funds

allocated by the CTC for this purpose, unless other funding has been made available through the cooperative agreement.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include the Caltrans Assurance of Quality (CAQ) fee within each project component cost, as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component, and, if necessary, that the additional ten percent CAQ fee is included within the RIP funding.

#### **Payback of County Share Loan to Napa County**

MTC Resolution 3442 provides a guarantee for the repayment of a loan of 2002 RTIP shares from Napa County to Sonoma, Marin and San Francisco counties. Marin, Sonoma and San Francisco were facing funding shortfalls in their 2002 RTIP and Napa was leaving a large portion of its RTIP share unprogrammed, banking it for future projects that are currently under development. As the region revised the 2002 RTIP to respond to the funding constraints announced by the CTC, it became apparent that Napa's unprogrammed balance could be used by Marin, Sonoma, and San Francisco. Such a loan would ensure that critical U.S. 101 widening projects could move forward as originally scheduled, and keep Napa's funds within the region, rather than be loaned out elsewhere in the State. In accordance with MTC Resolution 3442, the number one priority for Marin, San Francisco, and Sonoma counties for the 2004 and 2006 RTIP is to payback the 2002 STIP loan from Napa County.

County targets released by the CTC indicate Napa's county share has been repaid. Therefore, it is expected the loan repayments have been fulfilled.

#### **Santa Clara GARVEE Debt Service**

In accordance with MTC Resolution 3538, the debt service for the I-880/Coleman Avenue, SR-87 HOV Lanes (SR 85 to I-280), and the SR-87 HOV Lanes (I-280-Julian Street) projects will be paid from the Santa Clara County RIP county share balance. In the event that the Santa Clara County RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the Santa Clara County RIP county share balance will become negative through the advancement of future Santa Clara County RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using Santa Clara County RIP county share would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

#### **Regional Planning, Programming and Monitoring (PPM) funds**

Based on discussions between CMAs and MTC, programming of the regional Planning, Programming and Monitoring (PPM) funds during the 2006 STIP period will be determined when the outcome is known of a possible legislative change to the amount of PPM available to regions statewide. Once the outcome is known, MTC will forward a resolution to the Commission to formalize the PPM split between CMAs and MTC.

Until a legislative change occurs, MTC will use \$500,000 of annual PPM; in the event that the annual PPM is less than \$1 million, MTC will use up to 50% of available PPM.

#### **Project Advancements**

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. Due to the current state financial situation, project advancements are unlikely during the 2006 STIP period. In project and financial planning, sponsors should not expect the CTC to advance any projects.

#### **Programming to Reserves**

The counties and the region may propose to leave county share STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of its county share for future program amendments prior to the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed balance is subject to availability of funds in the State Highway Account, and is not expected to be approved by the CTC until the 2008 STIP programming cycle.

#### **Advance Project Development Element**

Additional funding is available for programming of project development components through the Advance Project Development Element (APDE) of the STIP. This equates to 25 percent of the estimated programming capacity for the two years beyond the STIP period (2011-12 and 2012-13). Funds that have been programmed from past STIP APDEs are carried over as a debit against programming capacity. Once a project funded within the STIP APDE moves to construction, the funding within the APDE for that project is deducted from the programming capacity of the county share.

The CTC will be treating the programming of funds in the county share period, as well as the funds programmed within the APDE for projects that have gone to construction, as advances against future STIP period county shares. Amounts programmed under these provisions will be deducted from the regular county share in the next STIP.

It is not expected that the CTC will be programming APDE projects in the 2006 STIP.

#### **Countywide RTIP Listing**

By October 28, 2005, each county Congestion Management Agency or countywide transportation planning agency must submit to MTC a draft proposed countywide RTIP project listing showing the

proposed programming of county shares. The final list is due to MTC by November 18, 2005, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects) and appropriate project level performance measure analysis.

#### **Project Screening Criteria, Including Readiness**

In addition to the CTC Guidelines, all projects included in the 2006 RTIP must meet all MTC project-screening criteria listed in Attachment D of this guidance. Of utmost importance are the project readiness requirements.

#### **RTIP Applications**

Project sponsors must complete an application for each new project proposed for funding in the RTIP, consisting of the items included in Attachment E of this guidance. In addition to MTC's WEBFMS application, project sponsors are to use the fact and fund sheets provided by Caltrans for any new projects. The nomination sheet must be submitted electronically for upload into the regional and statewide databases.

#### **STIP Performance Measures**

The CTC has placed increased emphasis on Section 19 of the CTC's STIP Guidelines: *Criteria for Measuring Performance and Cost Effectiveness*. Section 19 now mandate the incorporation of performance measures into the project selection process. RTIPs must include an overall program assessment and project level assessment for new projects greater than \$50 million or 50% of a county's available share.

MTC will perform and submit the program level assessment. Each CMA shall submit to MTC, along with the RTIP project list and STIP Fact and Funding sheets, a project level assessment for one to two projects.

#### **Regional Projects**

Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CMAs for review. Regional projects will be considered for programming in the context of other county project priorities. MTC staff will work with the affected parties (CMAs and project sponsors) to determine the appropriate level of funding for these projects and negotiate county contributions of the project cost. County contributions would be based on population shares of the affected counties, or other agreed upon distribution formulas.

#### **85-115% Adjustments**

MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115 percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CMAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns such as timely use of funds are adequately addressed.

#### **Timely Use of Funds Provisions and Deadlines**

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC has made it very clear that deadline extensions will be the exception rather than the rule.

Project sponsors must be certain that they can meet all of the timely use of funds deadlines imposed by SB 45 as described below.

#### **Allocation**

Funds programmed in the STIP for all components of local grant projects and for Caltrans construction capital must receive an allocation from the CTC by the end of the fiscal year in which the funds are programmed. Funds not allocated or extended by the CTC within this deadline are deleted from the STIP with the funds returning to the county in the next county share period. The next county share period begins July 1, 2008, with the following share period beginning July 1, 2012.

#### **Award**

Funds allocated for construction or for purchase of equipment must be encumbered by the award of a contract within six months of the date of the allocation. Federal funds for transit projects are considered encumbered and expended upon completion of the fund transfer from Federal Highway Administration (FHWA) to Federal Transit Administration (FTA). Funds not encumbered by the award of a contract, or transferred to FTA, or extended by the CTC within the deadline are permanently lost to the region, with no adjustment to the county share balance.

#### **Expenditure**

Funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. Funds allocated for construction or for the purchase of equipment must be expended within 36 months of award of the contract. Funds not expended, or transferred to FTA, or extended by the CTC within the expenditure deadline are permanently lost to the region, with no adjustment to the county share balance.

#### **Invoicing**

Implementing agencies must invoice against allocated funds at least once in a six-month period following allocation of the funds, until project closeout. Funds not invoiced at least once in a six-month period are subject to de-obligation from the project. Federal funds not invoiced at least once in a twelve-month period are permanently lost to the region, with no adjustment to the county share balance. Federal funds for transit projects must meet applicable Federal Transit Administration (FTA) invoicing requirements.

### **Reimbursement**

For local grant projects, the sponsor has 180 days after contract acceptance (completion of expenditure of funds) to make the final payment to the contractor or vendor, prepare the final Report of Expenditure and submit the final invoice to Caltrans for reimbursement. Funds not reimbursed or extended by the CTC within the reimbursement deadline are permanently lost to the region, with no adjustment to the county share balance.

Note for Transit Projects: Funds programmed and allocated for transit projects are considered obligated as soon as they are transferred to the Federal Transit Administration (FTA). Federal funds for such projects will be considered encumbered and expended upon completion of the fund transfer to FTA. Allocation of Public Transportation Account (PTA) funds or state funds allocated to match the federal funds for such projects will be subject to the timely use of funds provisions described above.

For each of these deadlines, the project sponsor may request the CTC (following CMA and MTC concurrence) to extend the deadlines no more than one time and only if the CTC finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

In addition to the Timely Use of Funds provisions of SB 45, the California Transportation Commission has strengthened its STIP Amendment policy by prohibiting amendments for funds programmed in the current fiscal year.

### **Notice of Cost Increase**

For projects with a total estimated cost over \$25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10% of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit updated STIP Fact and Funding sheets to the appropriate CMA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CMA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

### **Notice of Contract Award**

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CMA with a copy of the LPP-01-06 "Award Information for STIP Projects – Attachment A" form, when it is submitted to Caltrans. This will assist MTC and the CMA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, funds must be encumbered in a contract within six months of allocation.

### **State-Only Funding**

Most projects programmed in the STIP receive a combination of state and federal funds. However, the CTC, with the concurrence of Caltrans, may approve state only funds on a case-by-case basis. Requesting state only funding may be justified, for example, for a local roadway project off of the federal aid system, which would be ineligible to receive federal funding.

Caltrans will be determining the availability of state-only funding in the STIP on an annual basis in conjunction with adoption of the state budget. Therefore, Caltrans will be revisiting the approved state-only funding eligibility categories on an annual basis, with the possibility of only guaranteeing state-only funding for projects in the current fiscal year. Caltrans is aware of the needs of project sponsors to know in advance whether the project will be state-only funded, and will therefore review requests on a project by project basis.

For all state-only funding requests there must be a notation of such a request in the "Special Funding Conditions or Terms" section of the RTIP Fund and Fact Sheet. For project sponsors requesting state-only funding for projects that do not meet the pre-approved state-only funding categories, sponsors must also include a copy of the Caltrans "Request for Exception to Project Funding Policy" form as part of their RTIP application submittal. The original must be sent directly to Caltrans, HQ Budgets for processing and approval by Caltrans prior to MTC submittal of the final RTIP to the CTC on December 15, 2005. This includes any request for STIP PTA matching funds for Article XIX restricted projects.

State-only funds are currently approved for the following:

- All capital projects under \$750,000 with the exception of park and ride and bus stop projects costing \$30,000 or more and safety and railroad projects on State Highways costing \$100,000 or more.
- State funds used to match federal funds.
- STIP rideshare projects
- Rail projects not eligible for federal funding, and are not for acquiring rolling stock.
- STIP Planning, Programming, and Monitoring (PPM) funding.
- Projects recommended by Caltrans approved by the CTC at the time of programming

- Projects granted exceptions by Caltrans (requires Request for Exception to Project Funding Policy Form)

It is encouraged that project sponsors requesting state-only funding, do so at the time the project is initially programmed in the STIP, rather than waiting until the allocation of funds. The availability of state-only funding varies dramatically year to year, which may result in these funds being unavailable at the time of allocation. Therefore, to guarantee state-only funding, the project sponsor must request state-only funds at the time of programming.

Due to the State's financial challenges, it is expected that State-only funding will be extremely limited in the 2006 STIP.

### **Matching Requirements**

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the State Highway Account (SHA) to state highways, local roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Public Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the "Special Funding Conditions" section of the RTIP Application Nomination sheet, and obtain approval from Caltrans through the state-only approval process as previously described. Otherwise, the CTC may assume any Article XIX restricted STIP project will be funded with 100 percent federal funds.

### **STIP Amendment/Extension Procedure**

The STIP amendment and extensions process has been updated and is incorporated as Attachment 2 of this resolution. Project sponsors will be required to follow this process in addition to any procedures imposed by the CTC, Caltrans or the CMAs, for all STIP amendment and extension requests. Of particular interest is the requirement for the development of a 'STIP History' to accompany all requests to delay construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. Also, the expanded delegation of authority to the MTC

Executive Director for letters of concurrence on STIP amendments and extensions will reduce the time needed for an agency to complete the STIP amendment and extension requests to the CTC.

<b>2006 RTIP</b> <b>Metropolitan Transportation Commission</b> <b>Regional Transportation Improvement Program</b> <b><u>DRAFT</u></b> <b>Development Schedule - August 25, 2005</b>	
March 3, 2005	Caltrans' Presentation of Fund Estimate (FE) Overview (CTC Meeting – Sacramento)
March 9, 2005	Presentation of initial outstanding issues for RTIP Policies and Procedures to FWG
April 14, 2005	Presentation of Draft FE Assumptions and Policy Issues by Caltrans (CTC Meeting – Stockton)
May 26, 2005	Caltrans' FE Assumptions adopted by CTC (CTC Meeting – Sacramento)
June 1, 2005	Finance Working Group (FWG) review of proposed RTIP Policies and Procedures
July 14, 2005	Caltrans' Presentation of Draft STIP FE to CTC (CTC Meeting – San Diego)
September 19, 2005	Partnership Technical Advisory Committee (PTAC) review of proposed RTIP Policies and Procedures
September 29, 2005	CTC adopts STIP FE and STIP Guidelines (CTC Meeting – Monterrey)
October 12, 2005	PAC review and recommendation of final proposed RTIP Policies and Procedures
October 26, 2005	Commission adopts 2006 RTIP Policies and Procedures
October 28, 2005	CMAs submit fact and fund sheets, proposed RTIP project listing, and project level performance measure analysis to MTC
November 18, 2005	Final changes to Fact and Fund sheets due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support and Certification of Assurances due to MTC (Final Complete Applications due)
December 14, 2005	Programming and Allocations Committee (PAC) review – authorize public hearing and release of draft RTIP
December 16, 2005	Circulate draft RTIP for public comment
December 19, 2005	PTAC Review of 2006 RTIP
January 11, 2006	Public Hearing (at PAC meeting)
January 11, 2006	PAC Review of 2006 RTIP – Refer to Commission for approval
January 17, 2006	Close of public comment period for 2006 RTIP
January 25, 2006	Commission approves 2006 RTIP
January 30, 2006	2006 RTIP due to CTC
March 9, 2006	CTC 2006 STIP Hearing – Southern California (Los Angeles)
March 16, 2006	CTC 2006 STIP Hearing – Northern California (CTC Meeting – Sacramento)
April 7, 2006	CTC Staff Recommendations on 2006 STIP released
April 27, 2006	CTC adopts 2006 STIP (CTC Meeting – Fresno)
March/April, 2006	Conduct AQ modeling and Conformity Analysis on STIP projects for the 2007 TIP
May 2006	Release 2007 TIP for Public Comment
July 2006	Commission approves 2007 TIP
August 1, 2006	2007 TIP due to Caltrans
October 1, 2006	2007 TIP approved by FHWA & FTA

Shaded Area – Actions by Caltrans or CTC

**INSERT pdf file: RES-3689-Attach-1-B.pdf**

**Attachment B: 2006 RTIP County Share Balances**

**INSERT pdf file: RES-3689-Attach-1-C-1.pdf**

**Attachment C-1: 2006 RTIP Program Summary and County Targets**

**INSERT pdf file: RES-3689-Attach-1-C-2.pdf**

**Attachment C-2: 2006 RTIP Transportation Enhancements (TE) Targets**

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**2006 Regional Transportation Improvement Program  
Policies, Procedures and Project Selection Criteria  
Attachment D: 2006 RTIP Project Screening Criteria**

**Eligible Projects**

- A. Eligible Projects.** SB 45 (Chapter 622, Statutes 1997) expanded the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

**Planning Prerequisites**

- B. RTP Consistency.** Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.
- C. CMP Consistency.** Local projects must also be included in a County Congestion Management Plan (CMP), or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the RTIP.
- D. PSR or PSR Equivalent is Required.** Projects in the STIP must have a complete project study report or, for a project that is not on a state highway, a project study report equivalent or major investment study. The intent of this requirement is to ensure that the project scope, cost and schedule have been adequately defined and justified. This requirement is particularly important in light of SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (Project Study Report (PSR), or equivalent) of Attachment E: 2006 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

**Project Costs and Phases**

- E. Escalated Costs.** All projects will count against share balances on the basis of their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year in which project delivery is proposed.

As required by law, inflation estimates for Caltrans operations (support) costs are based on the annual escalation rate established by the Department of Finance.

Local project sponsors may use the state escalation rates or their own rates in determining the escalated project cost in the year programmed.

**F. Project Phases.** Projects must be separated into the following project components:

1. Completion of all studies, permits and environmental studies (ENV)
2. Preparation of all Plans, Specifications, and Estimates (PSE)
3. Acquisition of right-of-way (ROW)
4. Construction and construction management and engineering, including surveys and inspections.” (CON)

*Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-CT and CON-CT).*

The project sponsor/CMA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest \$1,000.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include the Caltrans Assurance of Quality (CAQ) fee within each project component cost, as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component, and, if necessary, that the additional ten percent CAQ fee is included within the RIP funding.

**G. Minimum Project Size.** New projects or project components cannot be programmed for less than \$100,000, with the following exceptions:

- (a) Projects eligible for Federal Transportation Enhancement (TE) funding.
- (b) Funds to match Regional Surface Transportation Program (STP) or Congestion Mitigation and Air Quality (CMAQ).
- (c) Planning, Programming and Monitoring (PPM)
- (d) Projects for landscaping and mitigation of State highway projects, including soundwalls.
- (e) Caltrans project support components not allocated by the Commission.
- (f) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.

**H. Fiscal Years of Programming.** The 2006 STIP covers the five-year period from FY 2006-07 though 2010-11. It is unlikely that new projects will be programmed. In the unlikely event that new projects are programmed, it would most likely occur in FY 2009-10 and 2010-11.

**Readiness Standards**

**I. Project Phases Must Be Ready in the Year Proposed.** Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are

programmed in the STIP. Once allocated, the sponsor will have two additional years to expend funds. For construction, the sponsor will have six months to award a contract and three years to expend funds. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.

**J. Completion of Environmental Process.** Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming right-of-way or construction funds in the RTIP.

**K. Programming Project Components in Sequential STIP Cycles.** Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since projects costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope and schedule of the project is refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.

When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

**L. Sequential Phasing.** For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction.

**M. The Project Must Be Fully Funded.** All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds

requested. A model resolution including the information required is outlined in Attachment E - Part 1 of this guidance.

The CTC will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including RSTP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project application nomination sheets.

**N. Field Review for Federally Funded Local Projects.** One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review as early as possible, so potential issues may be identified with sufficient time for resolution.

By requesting funding for a federally-funded project in the RTIP, the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2006 STIP, Caltrans field reviews should be completed by September 1, 2006 for federal aid projects programmed in FY 2006-07, 2007-08, and 2008-09. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

### **Other Requirements**

- O. Availability for Audits.** Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 "The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary."
- P. Interregional Projects May Be Proposed Under Some Restrictive Circumstances.** The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) "A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP." Government Code Section 14529 (k) "... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department..."

- Q. Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Assembly Bill 872 (Chapter 572, Statutes of 1999 – Section 14529.7 of the Government Code) are met in accordance with the CTC Guidelines for Implementation of AB872. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Locals Assistance Procedures for AB 872 implementation.
- R. State-Only Funding.** For all state-only funding requests there must be a notation of such a request in the “Special Funding Conditions or Terms” section of the RTIP Fact and Fund Sheet. For project sponsors requesting state-only funding for projects that do not meet the pre-approved state-only funding categories, sponsors should also include a copy of the Caltrans “Request for Exception to Project Funding Policy” form as part of their RTIP application submittal. The original must be sent directly to Caltrans, HQ Budgets for processing and approval by Caltrans prior to MTC submittal of the final RTIP to the CTC on January 30, 2006. This includes any request for STIP PTA matching funds for Article XIX restricted projects.

**2006 Regional Transportation Improvement Program (RTIP)**  
**Attachment E: 2006 RTIP Project Application**

Project sponsors must submit a completed project application for each project proposed for funding in the 2006 RTIP. The application consists of the following four to five parts and are available on the internet (as applicable) at: <http://www.mtc.ca.gov/funding.htm>

- 1a. Resolution of local support \*
- 1b. Opinion of legal counsel \*
2. Local agency certification of assurances
3. Project Study Report (PSR), or equivalent
4. RTIP project nomination sheet (with maps) (must be submitted electronically)
5. Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and the project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the RTIP to the CTC on December 15, 2005).

- \* Project sponsor has the option to incorporate language into the Resolution of Local support – see note below

\* NOTE: Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

***Resolved, that (agency name) is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further***

***Resolved, that (agency name) is authorized to submit an application for State Transportation Improvement Program funds for (project name); and be it further***

***Resolved, that there is no legal impediment to (agency name) making applications for Regional Improvement Program funds; and be it further***

***Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further***

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 1b

## **RTIP Project Application**

### **Part 1: Sample Resolution of Local Support**

**Resolution No. \_\_\_\_\_**

Whereas, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

Whereas, as part of that new process, the Metropolitan Transportation Commission (MTC) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527(b), for inclusion in the Regional Transportation Improvement Program, and submission to the California Transportation Commission, for inclusion in the State Transportation Improvement Program; and

Whereas, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for Regional Improvement Program funds in the Regional Transportation Improvement Program; and

Whereas, applications to MTC must be submitted consistent with procedures, conditions, and forms it provides transportation project sponsors; and

Whereas, (agency name) is a sponsor of transportation projects eligible for Regional Improvement Program funds; and

Whereas, the RTIP project nomination sheet of the project application, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule and budget for which (agency name) is requesting that MTC program Regional Improvement Program funds for inclusion in the Regional Transportation Improvement Program; and

Whereas, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by (agency name) of assurances required by SB 45 in order to qualify the project listed in the RTIP project nomination sheet of the project application for programming by MTC; now, therefore, be it

Resolved, that (agency name) approves the assurances set forth in Part 2 of the project application, attached to this resolution; and be it further

Resolved, that (agency name) has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule set forth in the RTIP project nomination sheet of the project application, attached to this resolution; and be it further

Resolved, that (agency name) is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

Resolved, that (agency name) is authorized to submit an application for State Transportation Improvement Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for Regional Improvement Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

Resolved, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and file an application with MTC to program Regional Improvement Program funds into the Regional Transportation Improvement Program, for the projects, purposes and amounts included in the project application attached to this resolution; and be it further

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

---

**RTIP Project Application**

**Part 1b: Sample Opinion of Legal Counsel**

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the State Transportation Improvement Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission  
Fr: (Applicant)  
Re: Eligibility for State Transportation Improvement Program (STIP) funds

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) \_\_\_\_\_ for funding from the State Transportation Improvement Program (STIP) made available pursuant to the State Transportation Funding Plan, Streets and Highways Code Section 163 et. seq.:

1. (Applicant) \_\_\_\_\_ is an eligible sponsor of projects for the STIP.
2. (Applicant) \_\_\_\_\_ is authorized to submit an application for STIP funding for (project) \_\_\_\_\_.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) \_\_\_\_\_ making applications for STIP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) \_\_\_\_\_ to carry out such projects.

Sincerely,

\_\_\_\_\_  
Legal Counsel

\_\_\_\_\_  
Print name

**RTIP Project Application**  
**Part 2: Certification of Assurances**

The implementing agency certifies that the project for which Regional Improvement Program funding is requested meets the following project screening Criteria. **Please initial each.**

1. The project is eligible for consideration in the RTIP. Pursuant to Streets and Highways Code Section 164 (e), eligible projects include improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. \_\_\_\_\_
2. For the funds requested, no costs have/will be incurred prior to adoption into the STIP by the CTC. \_\_\_\_\_
3. A Project Study Report (PSR) or PSR equivalent has been prepared for the project. \_\_\_\_\_
4. The project budget included in Part 2 of the project application reflects current costs updated as of the date of application and escalated to the appropriate year. \_\_\_\_\_
5. The project is included in a local congestion management program (CMP). (Note: For those counties that have opted out of preparing a CMP in accordance with Government Code Section 65088.3, the project must be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation planning agency.) \_\_\_\_\_
6. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project. \_\_\_\_\_
7. The project is fully funded. \_\_\_\_\_
8. For projects with STIP federal funds, the implementing agency agrees to contact Caltrans and schedule and complete a field review within six months of the project being adopted or amended into the TIP. \_\_\_\_\_
9. For STIP construction funds, the implementing agency agrees to send a copy of the Caltrans LPP 01-06 "Award Information for STIP Projects – Attachment A" to MTC and the CMA, upon award. \_\_\_\_\_
10. The implementing agency agrees to be available for an audit of STIP funds, if requested. \_\_\_\_\_

The implementing agency also agrees to abide by all statutes, rules and regulations applying to the State Transportation Improvement Program (STIP), and to follow all requirements associated with the funds programmed to the project in the STIP. \_\_\_\_\_

These include, but are not limited to:

1. Environmental requirements: NEPA standards and procedures for all projects with Federal funds; CEQA standards and procedures for all projects programmed with State funds.
2. California Transportation Commission (CTC) requirements for transit projects, formerly associated with the Transit Capital Improvement (TCI) program. These include rules governing right-of-way acquisition, hazardous materials testing, and timely use of funds.
3. Federal Transit Administration (FTA) requirements for transit projects as outlined in FTA regulations and circulars.
4. Federal Highway Administration (FHWA) and Caltrans requirements for highway and other roadway projects as outlined in the Caltrans Local Programs Manual.

5. Federal air quality conformity requirements, and local project review requirements, as outlined in the adopted Bay Area Conformity Revision of the State Implementation Plan (SIP).

**RTIP Project Application**

**Part 3: Project Study Report (PSR), or equivalent**

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated below, or from MTC.

**Project Study Report (PSR) Requirements**  
**PSR and Equivalents by Project Type**

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	<a href="http://www.dot.ca.gov/hq/oppd/pdpm/apdx.htm/apdx1/apdx1.htm">http://www.dot.ca.gov/hq/oppd/pdpm/apdx.htm/apdx1/apdx1.htm</a>
Local Roadway a. rehabilitation	PSR for local rehabilitation	<a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a> then look in "Local Programs Publications" and "PSR for local rehab."
b. capacity increasing or other project	PSR equivalent – project specific study with detailed scope and cost estimate	In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: Preliminary Environmental- <a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a> then look in "publications" and "local assistance manuals" chapter 6 pg 35. Field Review -- <a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a> "publications" and "local assistance manuals" chapter 7 pg 11.
Transit	State of California Uniform Transit Application	<a href="http://www.dot.ca.gov/hq/MassTrans/tfund.htm">http://www.dot.ca.gov/hq/MassTrans/tfund.htm</a>
Traffic Congestion Relief (TCR) Program projects (Specific phase)	TCR program application for the phases of work included in the TCR application	For a Traffic Congestion Relief (TCR) Program project, a TCR program application is considered a PSR equivalent for the phases of work included in the TCR application <a href="http://www.dot.ca.gov/terp">http://www.dot.ca.gov/terp</a>
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case by case basis

\* In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

## 2004 STATE TRANSPORTATION IMPROVEMENT PROGRAM

### Project Nomination Sheet (Page A-1) Reformatted - 11/04/2003

Project Information							Fact Sheet Date: 12/04/03	
County	Caltrans District	PPNO *	EA *	Region/MPO/TIP ID*	Element	Route / Corridor *	PM / KP Back *	PM / KP Ahead *
							PM:	PM:
							KP:	KP:
Legislative Districts:		Senate:			Congressional:			
		Assembly:						
Project Sponsor:								
Implementing Agency: (by component)		PA&ED:		AB 3090? <input type="checkbox"/>		PS&E:		AB 3090? <input type="checkbox"/>
		R/W:		AB 3090? <input type="checkbox"/>		CON:		AB 3090? <input type="checkbox"/>
Project Title:								

\* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & PM/KP Back/Ahead used for State Highway System and Intercity Rail projects.

**Location - Project Limits - Description and Scope of Work - (brief) (State/Region and Area Specific Maps to be included below)**

**Transportation Problem to be Addressed by Project and Description of Project Benefits - (brief)**

**Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' - (brief)**

Requesting State-Only Funds?			
Project Milestones	Date	Doc. Type	Date
Project Study Report (PSR) Complete:		Scheduled Circulation of Draft Environmental Document:	
<b>Project Manager (Person responsible for delivering the project within cost, scope and schedule)</b>			
Name:		Agency:	
		Phone:	
<b>Project Location Maps - Location Map of Project in State/Region, and Area Specific Map</b>			

NOTE: The CTC STIP Guidelines should have been read and understood prior to preparation of the STIP Fact Sheet, with particular attention to Sections 37 - 62. A copy of the CTC STIP Guidelines and a template of the Project Nomination Sheets are available at: <http://www.dot.ca.gov/hq/transprog/stip.htm>

**2004 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
Project Nomination Sheet (Page B-1)**

(dollars in thousands and escalated)

Date: 4-Dec-03

County	CT District	PPNO *	EA *	Region/MPO/TIP ID *	Implementing Agency
Project Title:					

\* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost							Project Total	Comments:
Component	Prior	04/05	05/06	06/07	07/08	08/09+		
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

Existing RTIP Funds							RTIP Program Code: **	Total	Comments:
Component	Prior	04/05	05/06	06/07	07/08	08/09			
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

Proposed RTIP Funds							RTIP Program Code: **	Total	Comments:
Component	Prior	04/05	05/06	06/07	07/08	08/09			
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

\* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines. \*\* Program Code provided by Caltrans

Existing ITIP Funds							ITIP Program Code: **	Total	Comments:
Component	Prior	04/05	05/06	06/07	07/08	08/09			
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

Proposed ITIP Funds							ITIP Program Code: **	Total	Comments:
Component	Prior	04/05	05/06	06/07	07/08	08/09			
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

\* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines. \*\* Program Code provided by Caltrans

Existing 'Grandfathered STIP' Funds							GF Program Code: **	Total	Comments:
Component	Prior	04/05	05/06	06/07	07/08	08/09			
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

Proposed 'Grandfathered STIP' Funds							GF Program Code: **	Total	Comments:
Component	Prior	04/05	05/06	06/07	07/08	08/09			
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

The CTC STIP Guidelines and a template of the STIP fund sheet are available at: <http://www.dot.ca.gov/hq/transprog/stip.htm>

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**2004 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
Project Nomination Funding Sheet (Page B-2)**

(dollars in thousands and escalated)

Date: 4-Dec-03

County	CT District	PPNO	EA	Region/MPO/TIP ID	Implementing Agency
Project Title:					

Existing Non-STIP Funding - Contributor 1								Agency:	Comments
Component	Prior	04/05	05/06	06/07	07/08	08/09+	Total	Fund Type:	
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									
Proposed Non-STIP Funding - Contributor 1								Agency:	
Component	Prior	04/05	05/06	06/07	07/08	08/09+	Total	Fund Type:	
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

\* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines.

Existing Non-STIP Funding - Contributor 2								Agency:	
Component	Prior	04/05	05/06	06/07	07/08	08/09+	Total	Fund Type:	
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									
Proposed Non-STIP Funding - Contributor 2								Agency:	
Component	Prior	04/05	05/06	06/07	07/08	08/09+	Total	Fund Type:	
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

\* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans - See Section 47 & 50 of CTC adopted STIP Guidelines.

Existing Non-STIP Funding - Contributor 3								Agency:	
Component	Prior	04/05	05/06	06/07	07/08	08/09+	Total	Fund Type:	
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									
Proposed Non-STIP Funding - Contributor 3								Agency:	
Component	Prior	04/05	05/06	06/07	07/08	08/09+	Total	Fund Type:	
E&P (PA&ED)									
PS&E									
R/W SUP (CT) *									
CON SUP (CT) *									
R/W									
CON									
TOTAL									

Additional Funding Needs (funding needs not yet committed)										11/12 and Beyond	Project Total
Component	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11			
E&P (PA&ED)											
PS&E											
R/W SUP (CT) *											
CON SUP (CT) *											
R/W											
CON											
TOTAL											

The CTC STIP Guidelines and a template of the STIP fund sheet are available at: <http://www.dot.ca.gov/hq/transprog/stip.htm>

Reformatted Version 11/04/03

# Memorandum

To: **Joan Borucki**  
Budgets Program - Mail Station 24

Date:

From:

File:

Subject: Request for Funds/Exception to Project Funding Policy

It is recommended that the California Transportation Commission be requested to vote **AMOUNT** from **DESCRIPTION OF FUNDING SOURCE (BOTH FEDERAL & STATE)** funds in the **FISCAL YEAR** fiscal year for the following project:

**PROJECT DESCRIPTION:**

**JUSTIFICATION:**

- A. Type of work
- B. Need for Project/Proposed Improvements
- C. Status of Project
  - 1) Environmental Clearance Status
  - 2) R/W Clearance Status (If currently R/W certified as #3, when will the certification be upgraded to a #1 or #2?)
  - 3) Status of Construction (if applicable)
- D. Total Project Funding Plan By Fiscal Year (list all funding sources & anticipated fund usage by year)
- E. Allocation
  - 1) Amount of allocation request:
  - 2) Is this a partial allocation request?  YES  NO
  - 3) If this is a partial allocation, what will be the total cost of the project? When will the additional allocation be needed?
  - 4) Is the project identified as State-Only in the adopted programming document?  
 YES  NO
  - 5) If requesting State-Only funding, please state specific reasons per project funding policy:
- F. Advertisement: We request that this project be advertised in **MONTH YEAR**.

Date: October 26, 2005  
W.I.: 1515  
Referred by: PAC

Attachment 2  
Resolution No. 3689  
Page 1 of 11

**DRAFT**  
**Regional Transportation Improvement Program**  
**STIP Amendments / Extensions**  
**Rules and Procedures**

**October 26, 2005**

**MTC Resolution No. 3689**  
**Attachment 2**

**Metropolitan Transportation Commission**  
**Programming and Allocations Section**  
<http://www.mtc.ca.gov/funding.htm>

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**RTIP**  
**Regional Transportation Improvement Program**  
**STIP Amendments / Extensions**  
**Rules and Procedures**  
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## **Regional Transportation Improvement Program (RTIP) STIP Amendments / Extensions Rules and Procedures**

### **What is the STIP?**

The State Transportation Improvement Program (STIP) is the State's spending plan for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The program is updated every two years and currently covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the TIP in order for the sponsor to access the funding. This biennial STIP process is outlined in the attached "STIP Process".

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide competitive program. This funding is directed to projects that improve interregional transportation. Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

### **When are Amendments and Extensions Allowed?**

#### **STIP Amendments**

An amendment may change the cost, scope or schedule of a STIP project and its components. For instance, if the final cost estimate for a project is higher (or lower) than the amount programmed, a STIP amendment may be requested to increase or (decrease) the amount programmed. Or, as a project progresses through project development, it may be time to add the next component or phase. Likewise, if the project schedule is delayed significantly, an amendment may be warranted to request a change in program year of the funding in order to prevent a funding lapse. STIP amendments may also be requested to delete project funding or to add a new project into the STIP.

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**Important Tip:** Once a state fiscal year (July 1 – June 30) has begun, the CTC will not allow STIP amendments to delete or change the funding programmed in that fiscal year. Instead, the project sponsor may request a one-time extension as described below.

---

#### **One-time Extension Requests**

SB 45 established deadlines for allocation, contract award, expenditure and reimbursement of funds for all projects programmed in the STIP. The CTC may, upon request, grant a one-time extension to each of these deadlines for up to 20 months. However, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the

control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance.

### **Roles and Responsibilities**

The STIP Amendment and Extensions process requires review and approval by various agencies to ensure the action requested is appropriate, and consistent with state statutes, CTC guidance, Caltrans procedures and regional policies. Projects must be included in a county Congestion Management Program (CMP) or county Capital Improvement Program (CIP), and must be consistent with the Regional Transportation Plan (RTP) to be programmed in the RTIP. Therefore, any additions or changes that may impact the priorities established within these documents must be reviewed and approved by the appropriate agency. Furthermore, improperly programmed funds or missed deadlines could result in funding being permanently lost to the region.

*Project sponsors* are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Each project manager and the individual responsible for submitting documentation for STIP amendments and extensions must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at <http://www.dot.ca.gov/hq/transprog/stip.htm> and the MTC RTIP Policies and Application Procedures posted on the internet at: <http://www.mtc.ca.gov/funding.htm>. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by Caltrans for all allocations, extensions, and additional supplemental funds requests.

*The Congestion Management Agencies/Transportation Authorities* are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan (RTP), and Congestion Management Plans (CMPs) or Capital Improvement Program (CIP). The CMAs/TAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2006 RTIP Policies and Procedures, the CMA must consider equitable distribution of projects in accordance with Title VI. Following CMA/TA concurrence of the request, the complete package is forwarded to MTC.

*The Metropolitan Transportation Commission (MTC)*, as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds requests and some allocation requests, it is the responsibility of the project sponsor, not MTC, to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

*The California Department of Transportation (Caltrans)* processes the requests and makes recommendations to the California Transportation Commission (CTC) in accordance with Department procedures and CTC policies and guidelines.

*The California Transportation Commission (CTC)* approves or rejects the requests based on state statutes and its own established guidance and procedures.

### **Requesting STIP Amendments and Extensions**

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding.

### **Step I: Project Sponsor Requests STIP Amendment or Extension**

#### **For currently programmed Caltrans projects:**

- Caltrans and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify MTC Programming and Allocations (P&A) Section staff that a change to the current STIP may be necessary and is being considered.
- Caltrans and CMA agree on proposed change(s).
- Where necessary, CMA staff requests policy board approval of proposed change.
- Once approved by the CMA, CMA notifies Caltrans in writing of the county's concurrence, with a copy sent to MTC P&A.
- Caltrans requests MTC concurrence for the STIP Amendment/Extension by transmitting the following to MTC P&A:
  - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

#### **For a STIP Amendment:**

- Copy of CMA's letter of concurrence
- Revised RTIP Application Form – <http://www.mtc.ca.gov/funding.htm>
- TIP Amendment Form - <http://www.mtc.ca.gov/funding.htm>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

**For an Extension:**

- Copy of CMA's letter of concurrence
- A construction 'STIP History' for each extension that would delay construction as described above for a STIP Amendment.

**For currently programmed local projects:**

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Programming and Allocations Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed change(s).
- Sponsor requests CMA concurrence for the STIP Amendment/Extension by submitting the following to the CMA:
  - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

**For a STIP Amendment:**

- Revised RTIP Application Form - <http://www.mtc.ca.gov/funding.htm>
- TIP Amendment Form - <http://www.mtc.ca.gov/funding.htm>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)
- Any other documentation required by the CMA or Caltrans

**For an Extension:**

- Copy of completed Request for Time Extension form (located on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms>).
- A construction 'STIP History' for each extension that would delay construction, as described above for a STIP Amendment.
- Any other documentation required by the CMA or Caltrans
- Where necessary, CMA staff requests policy board approval of proposed request.
- Sponsor submits Caltrans' "Request for Time Extension" form and any other required documentation to Caltrans.

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- CMA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC P&A requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.

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**Important Tip:** For STIP Extensions, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance, up to a maximum of 20 months. It is therefore absolutely necessary that the letter and supporting documentation clearly explains and justifies the extension request. Failure to provide adequate justification could result in an extension not being approved.

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**For all new projects:**

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require a new project to be added to the STIP and notify Caltrans and MTC Programming and Allocations (P&A) Section staff an amendment to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed addition.
- Sponsor requests CMA concurrence for the STIP Amendment by submitting the following to the CMA:
  - Letter requesting the STIP Amendment with explanation and justification of the need for the project to be added to the STIP.
  - TIP Amendment form - <http://www.mtc.ca.gov/funding.htm>
  - RTIP Application form including: - <http://www.mtc.ca.gov/funding.htm>
    - Resolution of local support
    - Project nomination fact sheet (with maps)
    - Project nomination fund sheet
    - Local agency certification of assurances
    - Project Study Report (PSR), or equivalent.
    - Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the request to Caltrans/CTC).
- CMA staff obtains policy board approval of proposed addition.
- CMA requests MTC concurrence for the new project by transmitting a letter to MTC P&A requesting the STIP Amendment with an explanation and justification of the need for the project along with a copy of the CMA Resolution approving the project, and the documentation listed above provided by the project sponsor:

### **Step 2 : MTC Review and Concurrence**

- Once a complete request has been received, MTC P&A staff will place the request on the MTC Programming and Allocations Committee (PAC) meeting agenda for concurrence of major changes, or prepare a letter of concurrence for the Executive Director's signature for minor changes.
- Following approval by PAC and/or the Executive Director, MTC will sign Caltrans' Request for Time Extension form and send it with a Letter of Concurrence to Caltrans District 4 with a copy to the appropriate CMA. (District 4 will ensure that the request is copied to the appropriate contacts at Caltrans Headquarters and CTC.)

### **Major versus minor changes**

- All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. Major changes include:
    - request to program a new project (or delete a project)
    - schedule delay that affects air quality conformity analysis
    - project advance with reimbursement or replacement project per AB 3090
    - request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
  - For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
    - Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines
    - schedule changes, except where change implies major cost or delivery ramifications
    - changes in implementing agency or project sponsor
    - changes to project budget that are less than 20% of the total project cost or less than \$1 million.
    - redirection of funds from one project component to another (e.g. from project engineering into environmental)
    - changes considered routine and not impacting project delivery
- \* Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC

### **Additional/Supplemental Funds**

On occasion it may be necessary to provide additional 'Supplemental' funding to a project as a result of cost increases or revised cost estimates. There are several different processes to follow depending on where the project is within its delivery schedule. The various methods to add STIP funding to a project are as follow:

**Biennial STIP Cycle:** If additional funding is identified years before the actual allocation, the project sponsor may request the funding through the biennial STIP adoption process. This process is outlined in MTC's RTIP Policies and Application Procedures.

**STIP Amendment:** If additional funding is identified prior to the allocation of funds, but is required prior to the next biennial STIP adoption, a STIP amendment adding the funds to the project may be requested as outlined in the STIP Amendment procedures above. However, in most cases the additional funds could be added at the time of allocation, thus foregoing the STIP amendment process.

**Additional Funds at Time of Allocation:** Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension, except that instead of a "Request for Time Extension" form, a "Request for STIP Funding Allocation" form is used (located on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms>). In such circumstances, Caltrans does not have delegated allocation authority to allocate unprogrammed funds for a project, and therefore the additional funding must be approved by the CTC.

**Additional Funds After Allocation:** It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering could achieve cost reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for "Additional Funds at Time of Allocation". It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

#### **Allocation of Funds**

Project sponsors request an allocation of funds directly to Caltrans, with Caltrans either allocating the funds under its delegated allocation authority or placing the request on the CTC Agenda for approval. In either case, the completed request package is due to Caltrans 60 days prior to the anticipated allocation of funds. In general MTC is not involved with the allocation process, however, under a few circumstances MTC concurrence is required as noted below:

**Local Road Rehabilitation Projects:** Allocation of funds for local road rehabilitation projects requires certification from MTC. Project sponsors should submit the "Pavement Management System Certification" form with the "Local Road Rehabilitation Project Certification" form attached (both found on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/locgrnt.htm>) directly to MTC for signature. MTC will then transmit the signed form to Caltrans District 4 – Local Programs. All other allocation request documentation should be sent directly to Caltrans District 4 – Local Programs.

**Allocation of State-Only Funds :** MTC concurs with all State-Only Funds allocations that are listed in the STIP as State-Only.

**Funds Allocated Differently than Programmed:** In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations generally still require MTC concurrence. Fortunately a STIP amendment may not be required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required if federal funds are involved. Changes that are allowed at the time of allocation are noted below, however, project sponsors should consult with Caltrans District 4 Local Programs, the CMA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency
- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding is not increased.
- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their "State-Only Funding Request Exception" form if the project type is not on the pre-approved state-only eligible funding list).

**STP/CMAQ/TEA Match Reserve:** Project sponsors must work with the applicable CMA/TA to obtain programming approval for STP/CMAQ/TEA match made available in the STIP. The CMA develops a countywide list for the use of the reserved funds and submits the list to MTC, who in turns provides Caltrans with the region-wide Match Program. Any deviation from this program, whether in the funding amount, project sponsor, or funding year, requires the CMA to resubmit an updated plan for the county to MTC. Caltrans cannot allocate the matching funds if they are inconsistent with the approved STIP - STP/CMAQ/TEA Match Program.

**Funds allocated as programmed in the STIP:** The allocation of funds as they are programmed in the STIP and TIP do not involve MTC, other than as noted previously. Project sponsors work directly with Caltrans District 4 local programs in obtaining the allocation.

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**Important Tip:** Although some minor changes in the allocation of funds may not require a full STIP amendment, most changes still require MTC concurrence, and possibly a TIP amendment and may even require a vote of the CTC rather than a simple Caltrans delegated allocation approval. Project sponsors are encouraged to consult with the CMA, and Caltrans District 4 prior to preparing any allocation request, to ensure sufficient time is allowed for processing the allocation request, particularly toward the end of the year when the Timely Use of Funds provisions of SB 45 are of critical concern.

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**Timeline for STIP Amendment/Extension Approval**

Completed documentation requesting MTC concurrence must be received by MTC staff no later than the first day of the month prior to the month in which the request will be heard by the Programming and Allocations Committee (PAC). (For example, requests received by January 1 will be reviewed at the February PAC meeting). Subsequently, requests with completed documentation and MTC concurrence must be submitted to the Caltrans District Office 60 to 90 days prior to the CTC meeting where the item will be considered. Therefore, requests for concurrence need to be submitted to MTC generally 150 days prior to CTC action for STIP Amendments and 120 days prior to CTC action for extensions.

For example, a STIP amendment request to delay funding in the next fiscal year is due to MTC by January 1, so it may be approved at the February PAC Meeting, and then submitted to Caltrans in time for the 60-day due date of March 2, so it may be noticed at the May 2 CTC meeting for action at the June 6 CTC meeting.

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**Important Tip:** The CTC will not amend the STIP to delete or change the funding for any project component after the beginning of the fiscal year in which the funding is programmed. Therefore, all amendments to delay a project component must be approved by the CTC by the June meeting in the year prior to the programmed year of funding. To meet this deadline, amendments to delay delivery must be submitted to MTC no later than January 1 of the fiscal year prior to the fiscal year of the funding subject to delay.

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A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <http://www.mtc.ca.gov/funding.htm>

**STIP Amendment Form/TIP Amendment Form**

The forms necessary to initiate the STIP Amendment process may be downloaded from the MTC website at: <http://www.mtc.ca.gov/funding.htm>.

**Contacts for STIP amendments/extensions:**

Name	Area	Phone	Email
Kenneth Folan	STIP	510.817.5804	<a href="mailto:kfolan@mtc.ca.gov">kfolan@mtc.ca.gov</a>
Ross McKeown	STIP	510.817.5842	<a href="mailto:rmckeown@mtc.ca.gov">rmckeown@mtc.ca.gov</a>
Raymond Odunlami	TIP Amendments	510.817.5799	<a href="mailto:rodunlami@mtc.ca.gov">rodunlami@mtc.ca.gov</a>



DATE: September 19, 2005  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/ Director of Planning  
RE: Jepson Parkway Status, Schedule and Contract Amendment with Jones and Stokes, Inc. to Complete EIR/S

**Background:**

The Jepson Parkway Concept Plan proposes a 4-lane roadway connecting Vacaville, Solano County, Fairfield and Suisun City from I-80 at Leisure Town Road to SR12 at Walters Road. The project is divided into 10 segments for design and construction purposes.

This project is one of the four priority projects in Solano County supported by the STA for federal funding. Two federal grants were authorized in 1998 in the TEA-21 federal reauthorization bill for transportation - \$2.35M for Walters Road Widening between Bella Vista Drive and E. Tabor Avenue and \$12.1M for any segment of the Jepson Parkway. The \$12.1M was distributed by the STA Board as follows: \$400K for the Vanden/Peabody Intersection realignment; \$2.2M for Walters Road Extension; and \$9.5M for the I-80/Leisure Town Road Interchange. At the February 2003 Board meeting, the STA Board authorized using all of the Federal earmark funds to move projects to construction since timely allocation of State Transportation Improvement Program (STIP) funds were in jeopardy and to ensure that future federal and STIP funds replace funds moved to other segments.

Under the new federal re-authorization bill (SAFETEA) recently signed by the President, the Jepson Parkway has an earmark of \$3.2 million. These federal dollars are identified specifically for improvements at the North and South Gates of Travis Air Force Base, and the widening of the Vanden Road segment in Solano County.

Four construction projects on the Jepson Parkway were previously cleared with separate environmental documents and have been completed: the extension of Leisure Town Road from Alamo to Vanden Road (Vacaville); the relocation of the Vanden/Peabody intersection (Fairfield and County of Solano); improvements to Leisure Town Road bridges (Vacaville) and the Walters Road Widening (Suisun City).

The I-80/Leisure Town Road Interchange (Vacaville) is currently under construction and is expected to be completed in 2006.

The Environmental Impact Report/Study (EIR/S) for the remaining segments of the project was commenced in 2000 as a programmatic EIR/S. Jones and Stokes Associates, Inc. and the project development team consisting of Fehr and Peers Transportation Consultants and Mark Thomas and Co., civil engineers, were selected to conduct the study. In 2001, 11 alternatives

were considered and evaluated through a National Environmental Protection Act (NEPA) Section 404 process with various federal agencies (i.e. U.S. Fish and Wildlife Service, Environmental Protection Agency and the U.S. Corps of Engineers). Four alternatives and a no build alternative were ultimately selected to be analyzed in the environmental document including:

Alternative A - No Action

Alternative B - Leisure Town Road/Vanden Road/Cement Hill Road/Walters Road Extension/Walters Road

Alternative C - Leisure Town Road/Vanden Road/Peabody Road/Air Base Parkway/Walters Road

Alternative D - Leisure Town Road/Vanden Road/Peabody Road/Huntington Drive/Walters Road

Alternative E - Peabody Road/Air Base Parkway /Walters Road

In FY 2001-02, after further consultation with participating member agencies, Caltrans, and FHWA, a decision was made to provide additional detailed documentation and analysis to make the document a project level EIR/S. The main benefit of a project level EIR/S is that all necessary federal and state consultation is conducted during the EIR/S review process (i.e. biological assessments, historical and cultural assessments), that no further environmental documents will be required for any of the member agencies and that STIP funds can then be allocated into the next priority segments. However, this meant that each of the four alternatives would require substantially more data collection, analysis, mapping and review time than originally expected. For instance two years of survey data had to be conducted for certain endangered species (i.e. Contra Costa Goldfields and Tiger Salamander). In addition, property line maps entitled "Area of Potential Effect" (APE), precisely delineating the final study boundaries for each of the four build alternatives had to be developed and later revised multiple times to meet the changing requirements of State Historic Preservation Office, Caltrans and Federal Highway Administration.

In 2003, after biological surveys and traffic model projections were completed, the project team commenced preparation of the sixteen required technical studies including: natural environment, wetland delineation, biological assessment, cultural resources, hydrology, water quality, traffic impact, air quality, noise, socioeconomic (community impact and relocation impacts report), visual resources, hazardous materials and Section 4(f) report (impacts to public parks and public facilities).

All of the technical studies have now received round one comments from Caltrans (except for the Community Impact Analysis/Relocation Impact Report). Since the remaining comments are expected from Caltrans during the next few weeks and in order to stay on the new schedule, the project team is now progressing into the development of the Administrative Draft of the EIR/S for review and comments, which will then be formatted into a Draft EIR/S by May 2006.

In January 2005, the project development team convened a meeting with staff from the U.S. Fish and Wildlife Service and the Federal Highway Administration primarily to discuss the results of the initial alternatives analysis, particularly for Alternative "B" (Walters Rd. Extension). Preliminary calculations indicated that Alternative "B" had the most significant impacts to vernal pools and endangered species habitat, and in order for the necessary finding to be made to

potentially select that alternative (referred to in the NEPA vernacular as the “Least Environmental Damaging Practical Alternative” – or LEDPA), refinements to that alignment would need to be made and a mitigation program developed to off-set the impacts. As a result of that meeting and in order to ensure that Alternative “B” could ultimately meet the requirements of NEPA, the STA in consultation with the City of Fairfield and other project development team members decided to conduct additional surveys during May 2005 and prepare revised alignments for Alternative “B” to help minimize environmental impacts to natural and biological resources.

On June 8, 2005, the STA Board authorized the Executive Director to amend the current EIR/S contract with Jones and Stokes, Inc. until September 30, 2005. The remaining contract balance in the Jones and Stokes contract has now been fully expended. To date, about \$1.55 million has been spent on the various EIR/S technical studies, APE and plan line maps and surveys including approximately \$1.321 M of STIP funds and \$0.185 M of federal demonstration funds and \$46,250 local matching funds.

**Discussion:**

Since the last contract amendment for the Jepson Parkway (June 2005) STA staff has developed a new schedule and estimate for the completion of the environmental document covering the balance of the project segments identified in the concept plan. The document does not cover the improvements associated with the Fairfield-Vacaville Intermodal Train Station or the North and South Gate Improvements to Travis Air Force Base – those are independent and separate environmental documents. However, depending on which alternative is ultimately selected, the remaining five or six segments of Jepson Parkway will be cleared by this document.

The environmental document is now anticipated to be completed in January 2007, and will require a contract amendment of \$240,000. The STA staff has identified funding of \$140,000 in the approved FY 2005-06 STA budget and an agreement with the City of Fairfield to provide the remaining \$100,000, which will be considered as a contribution towards the city’s portion of the Jepson Parkway improvements, particularly for the additional survey and engineering data that was required for the Walters Road Extension realignment analysis, conducted in spring 2005. The City of Fairfield has identified this allocation in their FY 2005-06 budget, and it is anticipated that the financial agreement will be approved by their city council in October or November 2005.

The current schedule anticipates that the Environmental Impact Report and Study (EIR/S) will receive a Final Record of Decision February of 2007. Currently, round two of most of the required technical studies are being reviewed by Caltrans. A significant amount of delay has occurred trying to complete additional surveys and develop an alternative alignment for Walters Road from Air Base Parkway to Cement Hill Road. In August 2005, the results of those surveys were quantified and a revised alignment, showing significantly less biological impact, was prepared. The alternative presented in the draft document will avoid most of the critical habitat identified in this area, making the environmental impacts comparable to alignments identified in other project alternatives.

The major impediments to maintaining this schedule are the reviews by the State Historic Preservation Organization (SHPO) and the U.S. Fish and Wildlife Service (USFW). In particular, the USFW has a backlog of work associated with highway projects in the bay area. Every effort will be made to provide the USFW all information necessary to issue their

determination. Meetings were held in August 2005 with the City of Fairfield and the County of Solano and STA believes there is consensus that the alternative alignment moving forward as Alternative "B" through the existing detention basin is satisfactory. This alignment will extend Walters Road from Huntington Drive with a railroad overhead above the Union Pacific Railroad corridor, a bridge over the McCoy Creek, and a viaduct over the detention basin, with a gradual curve into the Cement Hill Road to make a new intersection at this point.

### **Costs/Revenues**

The Jepson Parkway Project cost estimates are being updated in the EIR/S for each alternative. With updated cost estimates being determined in the next few weeks, primarily to incorporate the necessary mitigation and additional structures or flyovers for Alternatives B and C as required for the environmental review process, it is expected that the costs for the basic roadway project will increase over the \$143 million estimated in 2003. To date, a total of about \$80 million of federal, state and local funds have been programmed to complete the first four project segments and portions of the next segment(s), leaving a remaining balance of over \$70 million estimated (based on current assumptions). This includes \$23 million in programmed (but unallocated) 2004 STIP funds currently programmed for Jepson Parkway segments in 2006-07 and 2007-08. After meetings were conducted with the various project sponsors, staff is recommending shifting all Jepson STIP funds (as part of the 2006 STIP amendments) to 2007-08 or 2008-09. It is expected that additional funds will be recommended for the project as part of the 2008 STIP program (as well as in future STIP and federal earmark cycles) until the project is fully funded.

In addition, approximately \$17.3 million of special costs (non-roadway enhancements) were originally identified in the Jepson Parkway Concept Plan. These potential special projects included such items as sound walls, rail crossing upgrades, Class 1 bikeways, fiber optic conduit and telephone pole relocations that, although not critical to funding the primary roadway improvements, would enhance and fully implement the original design concept. It is assumed that most of these special costs would be funded either from discretionary regional or countywide programs (i.e. County Bicycle/Pedestrian Program, Regional or County TLC Program, clean air funds, etc.) and local impact fees.

During the past few years, funding for special projects or adjacent projects related to and directly benefiting the Jepson Parkway Project have been secured including:

Jepson Parkway (Walters Road) Bikeway and Transit Connections (TLC):	\$ 0.5 M
Fairfield-Vacaville Train Station (RM-2, STIP and local funds)	\$29.0 M
North and South Access Gates to Travis Air Force Base (federal earmark)	\$ 3.2 M

Once the 2006 STIP is approved and the Draft EIR is ready to be released in spring 2006 (including a proposed mitigation program), STA will facilitate a meeting to reconcile overall project cost estimates for each remaining segment, reaffirm project sequencing priorities and develop complete funding plans for the remaining sections.

### **Fiscal Impact:**

The additional costs associated with the completion of the EIS/R can be funded through the approved STA FY 2005-06 budget, currently budgeted for \$140,000, and with the supplemental allotment provided through a \$100,000 funding commitment by the City of Fairfield.

**Recommendation:**

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

1. The updated schedule for the completion of the Jepson Parkway EIR/S.
2. Amended STA Budget for the completion of the Jepson Parkway EIR/S.
3. Funding Agreement with the City of Fairfield to provide \$100,000 for the completion of the Jepson Parkway EIR/S.
4. Contract Amendment with Jones and Stokes, Inc. to complete the additional scope of work necessary to complete the Jepson Parkway EIR/S for an amount not to exceed \$240,000.

**Attachments:**

- A. Jepson Parkway Alternative Alignments for EIR/S
- B. New schedule for the completion of the EIR/S
- C. Proposed revised alignment for Jepson Parkway Alt. B (Walters Road Ext.)
- D. Cost estimates and scope of work for contract amendment with Jones and Stokes to complete the Jepson Parkway EIR/S not to exceed \$240,000.



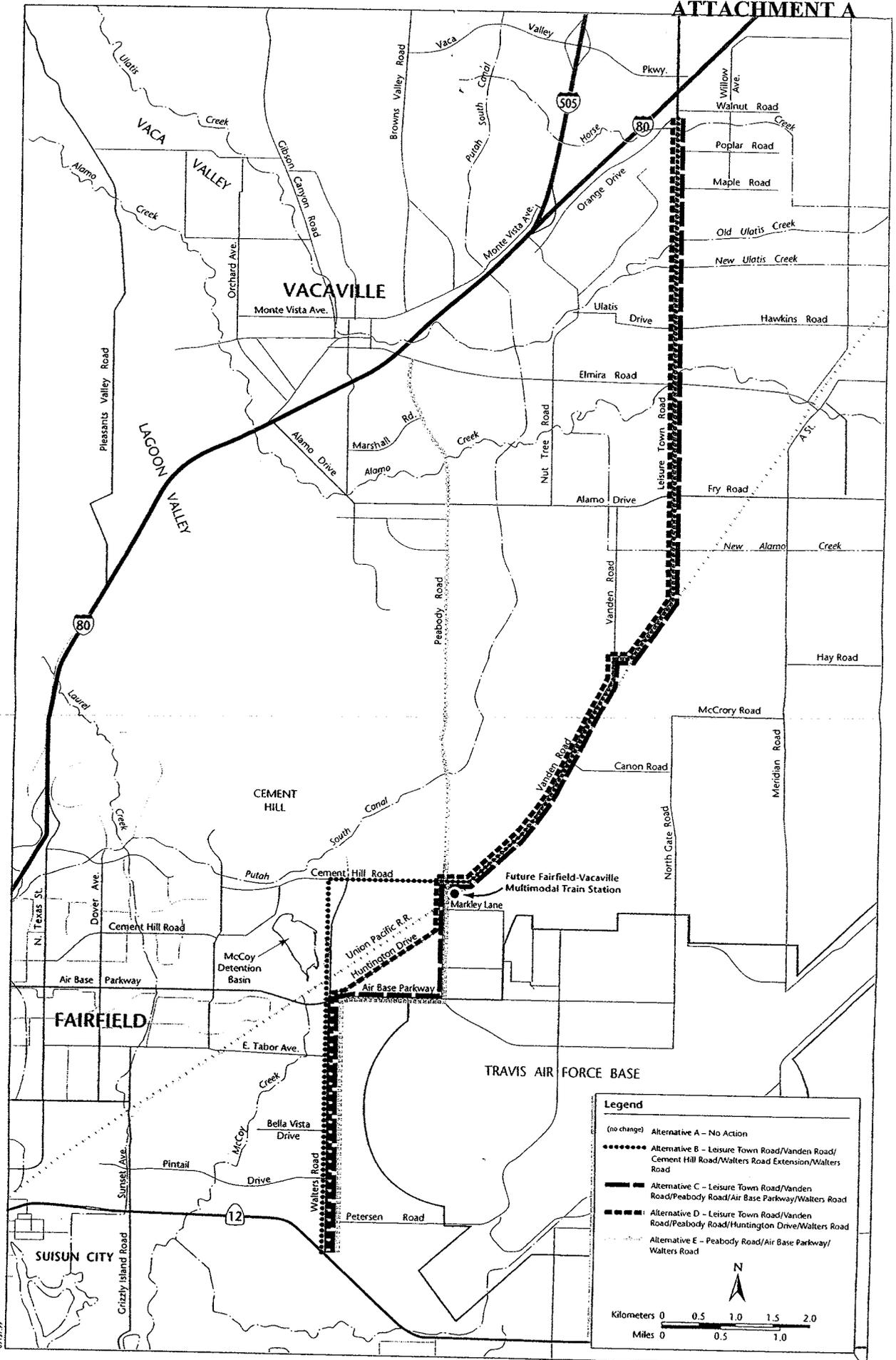


Figure 2-2  
Jepson Parkway Project Location

## JEPSON PARKWAY EIS/R SCHEDULE

PHASE	MILESTONE	SCHEDULE
1	<b>COMPLETE TECHNICAL STUDY REVIEW</b>	
	Round 1 – July 05	July – November 05
	Round 2 – September 05	
	Round 3 – November 05	
2	<b>ADMINISTRATIVE DRAFT EIS/R</b>	
	Round 1 – October 05	September 05 – March 06
	Round 2 – January 06	
	Round 3 – March 06	
3	<b>SECTION 7 CONSULTATION (US Fish &amp; Wildlife Service)</b>	October 05 – March 06
4	<b>CULTURAL RESOURCE DOCUMENT REVIEW (SHPO)</b>	November – December 05
5	<b>DRAFT EIS/R</b>	
	Publish Draft – May 06	May – July 06
	Public Review Complete – July 06	
6	<b>FINAL EIS/R</b>	
	Response to Comments – August 06	August – December 06
	Round 1 (LEDPA Determination) – October 06	
	Round 2 – November 06	
Round 3 – December 06		
5	<b>RECORD OF DECISION (ROD) &amp; FINDINGS</b>	
	Draft – January 07	January – February 07
	Final – February 07	



**RT** Solano Transportation Authority

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Scale: 1" = 5000'

August 2008

JESON PARKWAY ALTERNATIVE B  
FOUR-LANE WALTERS ROAD  
THROUGH DETENTION BASIN





April 15, 2005

Mr. Bob Grandy  
Fehr & Peers  
660 J Street, Suite 390  
Sacramento, CA 95814

**Subject:** Jepson Parkway Project – Amendment No. 7 for Walters Road Extension  
Realignment and Habitat Impact Assessment

Dear Mr. Grandy:

As requested by the Solano Transportation Authority (STA), Jones & Stokes has prepared this request for Amendment No. 7 to our contracted scope of work for the Jepson Parkway Project. Amendment No. 7 covers the Walters Road Extension realignment and habitat impact assessment. This work is being performed to address resource agency concerns communicated to us in your email of January 17, 2005, regarding the January meeting between U.S. Fish and Wildlife Service (USFWS), Caltrans, FHWA, STA, and the City of Fairfield regarding the Walters Road Extension area. Previous concerns have been expressed by USFWS related to the current alignment and its adverse effects on habitat fragmentation, wetland hydrology, and wetland and sensitive species habitat. As noted in your email, these concerns were also discussed by Eric Tattersall of USFWS at the January meeting.

As proposed by Jones & Stokes at our February 24, 2005, meeting with you, STA staff, and Mike Lohman from Mark Thomas & Company, we suggest a resource agency coordination strategy that includes realignment of Waters Road Extension to avoid, minimize, and compensate for habitat impacts, in that order, to address USFWS concerns. This amendment has been prepared with this strategy in mind.

Under contract to STA, Jones & Stokes will conduct the following six tasks to evaluate the Walters Road Extension realignment and conduct a habitat impact assessment for the project. We will also assist STA with resource agency coordination, working in support of Caltrans. In addition to the six tasks, we have also included an optional task to prepare a conceptual onsite mitigation plan for the revised alignment that will be helpful when discussing a mitigation approach with the resource agencies. Also included is a sum of \$10,000 for Fehr & Peers to cover management time and a sum of \$12,000 for Mark Thomas and Company to prepare design drawings.

Mr. Bob Grandy  
April 15, 2005  
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**Task 1.0 – Attend Meeting with STA to Discuss USFWS Concerns Regarding Alternative B Walters Road Extension Segment**

Jones & Stokes met with STA at their office on February 24, 2005, to discuss the USFWS' concerns regarding the Walters Road Extension portion of Jepson Parkway Alternative B. Concerns expressed by the USFWS include impacts on wetland hydrology and habitat fragmentation in this section of Alternative B. In response to USFWS' concerns, Jones & Stokes suggested a resource agency coordination strategy that includes realignment of Waters Road Extension to avoid, minimize, and compensate for habitat impacts, in that order.

*Deliverable: None.*

**Task 2.0 – Conduct Aerial Photograph Interpretation of Modified Alternative B Alignment**

Jones & Stokes obtained digital aerial photographs (dated February 2001) from the City of Fairfield and modified alignment drawings from Mark Thomas & Company. The aerial photographs were analyzed for evidence of potential wetlands and other waters of the United States that occurred within the modified alignment. The estimated wetland boundaries were hand-drawn onto the photograph, digitized into a CAD program, and their area calculated to quantify potential wetland and other waters acreage within the modified alignment. Jones & Stokes will meet with STA at their office on March 24, 2005, to discuss the results of the acreage calculations.

*Deliverables: Two copies of the aerial photograph that includes the mapped wetland features in the modified alignment (to be hand-delivered at the March 24, 2005 meeting).*

**Task 3.0 Conduct a Habitat Assessment and Wetland Delineation Within the Modified Alternative B Alignment**

**3.1. Conduct Field Surveys of the Modified Alternative B Alignment**

A Jones & Stokes biological team, consisting of a botanist/wetland ecologist and a wildlife biologist, will conduct a habitat assessment and wetland delineation of the modified Alternative B alignment study. For the purpose of this amendment, Jones & Stokes assumes the study area will begin at Cement Hill Road and end at the railroad alignment. The study area corridor would be approximately 100 feet wide to include the modified Alternative B alignment, but will be up to several hundred feet wide to also encompass the unsurveyed area west of the original Alternative B alignment, including 100 feet west of the existing fence line. The February 2001 digital aerial photographs obtained under Task 2.0 will be used as a base map for the revised mapping. Jones & Stokes assumes that STA will secure access permission in the study area for Jones & Stokes staff to conduct field surveys.

Mr. Bob Grandy  
April 15, 2005  
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The habitat assessment will evaluate all habitat within the study area during a spring season field survey to determine if it supports special-status wildlife species and spring-blooming special-status plants that are either known to occur in the area or could occur based on the presence of suitable habitat conditions. These species include, but are not limited to, California tiger salamander, vernal pool crustaceans (federally listed fairy shrimp species and vernal pool tadpole shrimp), and Contra Costa goldfields. Locations of special-status plant species and suitable habitat for special-status wildlife species will be mapped and characterized. Sufficient data will be gathered as part of this task to revise the draft Jepson Parkway NES and appendices (see Task 6.0).

The wetland delineation will evaluate wetlands and other waters of the United States that are subject to regulation by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act. Wetlands will be delineated using the routine onsite methods described in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987). The manual provides technical guidelines and methods for using a three-parameter approach to determine whether areas supporting positive indicators of hydrophytic vegetation, hydric soils, and wetland hydrology are jurisdictional wetlands. "Other waters of the United States" (e.g., McCoy Creek) will be identified based on an observable ordinary high-water mark. Other waters of the United States are seasonal or perennial water bodies, including lakes, stream channels, drainages, ponds, and other surface water features, that exhibit an ordinary high-water mark but lack positive indicators for one or two of the three wetland parameters (33 CFR 328.4). As part of this field task, the wetland ecologist will also identify wetlands that may not be considered jurisdictional by the Corps because they are "non-navigable, isolated waters" (based on guidance published January 19, 2001, by Counsel for the EPA and the Corps in response to the January 9, 2001, SWANCC ruling (Solid Waste Agency of Northern Cook County [SWANCC] vs. United States Army Corps of Engineers [121 S.Ct. 675,2001]), and further guidance published by these agencies on January 15, 2003). These nonjurisdictional wetlands will be identified as part of this task because these wetlands may be of concern to other agencies, including RWQCB, DFG, and USFWS. The boundaries of wetlands and other waters of the United States will be delineated, mapped, and documented. Each feature will be identified with a alphanumeric number (e.g., W-1), mapped on a 1"=200 feet base map, flagged, location coded using GPS, and noted on a resource table. Detailed data for each jurisdictional and nonjurisdictional wetland and other waters of the United States in the study area will be gathered and noted in the table, including a determination of whether the wetland is adjacent to a waters of the United States or is an isolated wetland. This information will be added to the resource table in the revised draft wetland delineation report (see Task 6.0). Sufficient data will be gathered to allow determination of whether or not a feature would be considered jurisdictional by the Corps.

This task also includes 2 days of field surveys for archaeological resources. If the modified Alternative B alignment is carried forward, the previously unsurveyed area will need to be included in the project APE. An intensive inventory method will be used with surveyors walking the added APE using a transect approach. For purposes of estimating costs, we assume that no archaeological sites will be identified in or adjacent to the modified alignment study area.

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*Deliverable: None.*

### **3.2 Create Habitat and Wetland Delineation Maps of Modified Alternative B**

The GPS data gathered for wetland locations under Task 3.1 will be downloaded using GIS software, then transferred to a CAD program for map production. Delineation maps will be produced for inclusion in the Jepson Parkway wetland delineation report. Habitat maps will be produced for inclusion in the Jepson Parkway NES.

*Deliverables: Electronic copies of habitat and wetland delineation maps for use in the Jepson Parkway NES and Jepson Parkway wetland delineation report, respectively.*

### **3.3 Evaluate Impacts of Modified Alternative B Alignment**

Impacts of the modified Alternative B alignment on wetlands and other waters of the United States and on special-status wildlife habitat will be evaluated and compared to impacts of the original Alternative B by incorporating the new data into the existing Table 1 of the Jepson Parkway NES.

*Deliverable: None.*

### **3.4 Attend Meeting with STA to Discuss Results**

Jones & Stokes will present the results of the field surveys of the modified Alternative B alignment at a meeting with STA staff at their office. Comparisons with the other project alternatives will be reviewed, and the potential for reduction of impacts on sensitive biological resources will be discussed.

*Deliverable: None.*

## **Task 4.0 Propose Additional Modifications to Alternative B Alignment**

Jones & Stokes will use the information gathered under Task 3.0 to develop additional modifications for Alternative B that would further avoid and minimize impacts on wetlands, other waters, and special-status species. The modified alternative alignment could be further altered using methods such as reducing roadway widths, placing culverts at stream and wetland crossings, elevating portions of the roadway, and making minor changes to the alignment. Jones & Stokes will work closely with Mark Thomas & Company on these design iterations. It is assumed that Mark Thomas and Jones & Stokes will be working in AutoCAD software program to facilitate the exchange of information between the two firms. The wetland and special-status species impacts of up to three variations of the roadway will be summarized in tables (using Table 1 of the Jepson Parkway NES as a template) and on maps. Jones & Stokes will meet with

Mr. Bob Grandy  
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STA and Caltrans to discuss the modifications, with the goal of developing a conceptual mitigation package for presentation to USFWS. Jones & Stokes will prepare single iteration summaries of each meeting and electronically distribute the summaries to meeting participants. The summaries will include salient points of discussion and agreement. For cost estimating purposes, five meetings in Sacramento are assumed for Task 4.0.

Both modified 2-lane and modified 4-lane alignment options will be mapped by Mark Thomas & Company, and Mark Thomas & Company will prepare updated cost estimates for the modified 2-lane and modified 4-lane alignment options, as described in their attached scope of work.

*Deliverables: Two iterations of realignment maps and supporting tables; five single-iteration meeting summaries provided electronically to meeting participants.*

#### **Task 5.0 Coordinate with USFWS and USACE on Alternative B Mitigation Approach**

Jones & Stokes will coordinate with STA, Caltrans, USFWS, and the U.S. Army Corps of Engineers (USACE) to negotiate a mitigation package that addresses impacts from construction of Alternative B in the Walters Road Extension area. Mitigation will address impacts on jurisdictional wetlands and other waters, and federally listed crustaceans and Contra Costa goldfields. For cost estimating purposes, we assume that Jones & Stokes will attend up to six meetings with USFWS and USACE. Jones & Stokes will prepare single iteration summaries of each meeting and electronically distribute the summaries to meeting participants. The summaries will include salient points of discussion and agreement. This task also includes hours for our permitting attorney (Ken Bogdan) to provide advice on agency coordination, if needed. As part of this task, we will also follow-up on action items from each meeting, as directed by STA.

*Deliverables: Three single-iteration meeting summaries provided electronically to meeting participants; follow-up on action items (to be determined).*

#### **Task 6.0 Revise Jepson Parkway NES to Incorporate Alternative B Modifications**

Based on the outcome of the meetings conducted under Task 5, Jones & Stokes will incorporate final changes to applicable sections of the Jepson Parkway NES and appendices (wetland delineation, biological assessment, and maps). Both a modified 2-lane and a modified 4-lane alignment for Alternative B (Walters Extension segment) will be included in the updated NES.

*Deliverables: 20 copies of draft revised NES and appendices; 20 hard copies of final revised Jepson Parkway NES.*

Mr. Bob Grandy  
April 15, 2005  
Page 6

**Task 7.0 Revise Technical Studies to Include Modified Alignment**

Jones & Stokes shall revise the administrative draft technical studies prepared by Jones & Stokes to incorporate the modified alignment for the Walters Road Extension segment of Alternative B, including both a modified 2-lane and a modified 4-lane option.

**Optional Task: Develop Conceptual Onsite Mitigation Plan**

Under this optional task, Jones & Stokes would develop a conceptual onsite mitigation plan for use in resource agency negotiations. This optional task would be performed prior to and simultaneously with Task 5.0, "Coordinate with USFWS on Alternative B Mitigation Approach." The advantage to developing a conceptual onsite mitigation plan is that it will provide a starting point for discussion and can help influence the direction of the mitigation approach by resource agencies. The conceptual onsite mitigation plan would focus on creation and enhancement of wetland and special-status species habitat, maintaining or enhancing site hydrology in support of existing and created habitat, and avoiding or minimizing habitat fragmentation. To determine mitigation acreage, the conceptual onsite mitigation plan would use compensation ratios presented in the SCWA HCP. The conceptual onsite mitigation plan would be presented as a map and summary tables.

*Deliverables: Three iterations of conceptual onsite mitigation plan (i.e., map and summary tables; 20 copies of administrative draft; 20 copies of final.*

Should you have any question on this scope amendment for the Walters Road Extension Realignment and Habitat Impact Assessment, please contact Vicki Axiaq or me at 916/737-3000. Thank you.

Sincerely,



Karen Leone  
Project Director/Restoration Planner

Attachment

cc: Vicki Axiaq – Jones & Stokes

Table 1. Cost Estimate for Jopson Parkway Amendment No. 7 - Modified Walters Road Extension Alignment

Task	Consulting Staff										Production Staff Hours					Labor Total	Direct Expenses	Total Price
	Leone Kar Prof Dir	Adaq Vic Env Scd	Avery Site Env Scd Sr	Webber Lis Env Spec IV	Keller Key Env Spec IV	Stock Jen Env Spec IV	Edmondson Mt Env Spec III	Stone Pat Env Spec II	Siekin Bar Env Spec IV	Bogden Ken Proj Dir	Subtotal	Tech Editor	Comm Spec	Graphic Artist	Admin			
Task 1.0 Meet with STA to Discuss USFWS Concerns Regarding Alternative B	3															\$0	\$792	
Task 2.0 Aerial Photograph Interpretation	2															\$0	\$2,457	
Task 3.1 Conduct Field Surveys of the Modified Alternative B Alignment	2															\$0	\$12,368	
Task 3.2 Create Habitat and Wetland Delineation Maps of Modified Alternative B	2															\$0	\$4,088	
Task 3.3 Evaluate Impacts of Modified Alternative B	2															\$0	\$704	
Task 3.4 Attend Meeting with STA to Discuss Results	3															\$0	\$6,550	
Task 4.0 Modifications of Alternative B Alignment	12															\$0	\$11,996	
Task 5.0 Coordination with USFWS and USACE	24															\$0	\$6,068	
Task 6.0 Revise NES (including wetland delineation and BA)	1															\$2,120	\$8,206	
Task 7.0 Revise remaining technical studies to include modified alignment	8															\$4,960	\$4,960	
Optional Task - Develop an On-Site Mitigation Plan	8															\$8,324	\$8,324	
Total hours	50	91	10	156	8	105	40	16	16	8								
Northern California billing rates	\$150	\$124	\$150	\$114	\$114	\$103	\$103	\$88	\$114	\$195								
Subtotals	\$7,500	\$11,284	\$1,500	\$17,784	\$912	\$10,815	\$4,120	\$1,408	\$1,824	\$1,560	\$58,707	\$876	\$744	\$292	\$208	\$2,120	\$60,827	
Direct Expenses																		\$22,000
500.00 Subcontractor (Fehr & Peers \$10,000; Mark Thomas & Company - \$12,000)																		\$22,000
523.02 Reproductions (revised NES report and appendices)																		\$550
523.03 Equipment Rental (GeoXT GPS unit for 5 days @ \$110/day)																		\$1,300
523.05 Travel, Auto, Incd. Mileage (vehicle for 20 days @ \$65 /day)																		\$400
523.06 GIS/CAD/DMAC (plotter)																		\$2,494
Mark up on all non-labor costs and subcontractors: 9.5%																		\$28,744
Direct expense subtotal																		\$28,744
Total price																		\$89,571



**MARK THOMAS & COMPANY, INC.**  
Providing Engineering, Surveying and Planning Services

1243 Alpine Road, Suite 222  
Walnut Creek, CA 94596  
PHONE (925) 938-0383  
FAX (925) 938-0389

March 28, 2005

File No. 81-99003 .057

Ms. Vicki Axiaq  
Jones and Stokes Associates  
2600 V Street  
Sacramento, CA 95816

**Re: Jepson Parkway – Alignment Modifications to Walters Extension**

Dear Ms. Axiaq:

We have been requested by STA staff to provide the attached scope of services in relation to continuing studies of the Jepson Parkway. Specifically the scope of services MTCO has been requested to provide is as follows:

Alignment B Modification to Walters Extension

- Prepare up to three alignment variations for the Walters Avenue Extension, between the UPRR R/W Overhead and the Cement Hill intersection. Alignments will be based on a four lane footprint. Effort will include preparation of exhibits, preparation of profiles where required (work will be performed utilizing previously obtained aerial mapping - no additional aerial mapping is anticipated);
- Prepare one subsequent alignment variation with a two-lane cross section (overall foot print to be determined by STA);
- Prepare cost estimate for alternative as required. Right of way unit costs to be provided by City of Fairfield;
- Provide preliminary assessment of roadway cross drainage as it relates to maintaining existing drainage patterns and capacity;
- Attend up to five meetings regarding project alignments at Solano Transportation Authority offices; and
- Provide up to 15 copies each of alignment variation.

The estimated budget required to perform the tasks described above is \$12,000.

Please call if you have any questions.

Sincerely,

**MARK THOMAS & CO. INC.**

Michael J. Lohman

Copy: Mr. Bob Grandy, Fehr and Peers Associates



April 12, 2005

Mr. Bob Grandy  
Grandy & Associates  
231 G Street, Suite 26  
Davis, CA 95616

Subject: Jepson Parkway Project - Revised Contract Amendment No. 8

Dear Mr. Grandy:

As requested by the Solano Transportation Authority (STA), Jones & Stokes has prepared the following information to assist the agency in revising our contracted scope of work for the Jepson Parkway Project. The purpose of amending the contract is to allocate funds to take the project through completion of the final EIS/EIR.

The work will be done by Jones & Stokes and subcontractors, as detailed in Table 1. The work will be subject to the terms and conditions of the existing contract between STA and Jones & Stokes. The work includes:

- Overall management tasks, including attendance at Working Group meetings by the Fehr & Peers STA project manager, Jones & Stokes project manager, and other Jones & Stokes staff as necessary
- Preparation of the APE map
- Development of engineering cost information for Alternatives D and E
- Preparation of Draft and Final EIS/EIR

A separate cost estimate and scope of work have been prepared to address the Alternative B modified Walters Road extension alignment (Amendment No. 7) and is included under separate cover.

I hope that this information is useful in assisting the agency in developing an amended contract. If you have any questions, please call me at 530/938-0833 or Vicki Axiaq at 916/737-3000, ext. 3006.

Sincerely,

Christy A. Corzine  
Project Director

cc: Vicki Axiaq, Jones & Stokes



Table 1. Cost Estimate to Complete Technical Studies and EIS/EIR for the Jepson Parkway Project - Revised May 2005

Task	Consulting Staff										Production Staff Hours					Labor Total	Direct Expenses	Total Price		
	Cozhe C Proj Dir	Axlaq V Env Sci	Furpin-Dening E Env. Spec II	Buehler D Proj Dir	Rimpo E Proj Dir	Hatcher S Env. Spec III	Avery S Env. Spec III	Webber Lis Bowen Mad Env. Spec IV	Webber Lis Bowen Mad Env. Spec IV	Haley Kat Env. Spec III	Siskin Bar Env. Spec IV	Robinson Ma Env. Spec II	Stock Jen Env. Spec II	Stock Jen Env. Spec III	Toor Kir Env. Spec I				Tech Editor	Comm Spec
<b>Task 1.0 Project management and Working Group Meetings</b>	20	60	20																	
Includes Fair & Peers (see assignment)																				
Subtotal																				
<b>Task 2.0 Revise Technical Studies</b>	16	40																		
1. Air quality report					4	20														
2. Noise report				4		36														
3. Biological assessment																				
4. Wetland delineation						24														
5. HPSR documents and APE map																				
6. Floodplain evaluation (NWH)																				
7. Water quality study																				
8. Community impact assessment/relocation impact report (Roger Troth)																				
9. Visual analysis																				
10. Hazardous materials assessment (Esparna)																				
11. Traffic study (Fair & Peers)																				
12. Section 4(f) analysis																				
Subtotal																				
<b>Task 3.0 Prepare Alternatives Cost Estimates (MTC)</b>																				
Subtotal																				
<b>Task 4.0 Prepare Environmental Document</b>	8	40	80	8	8	16														
1. Prepare Admin Draft EIS/EIR																				
2. Prepare Revised Admin Draft EIS/EIR																				
3. Prepare Screen Check Draft EIS/EIR																				
4. Prepare Public Draft EIS/EIR																				
5. Prepare Responses to Comments and MMRP																				
Subtotal																				
<b>Other hours</b>	52	214	280	20	20	52	40	40	40	16	32	32	48	72	62	102	32	38		
California billing rates	\$135	\$98	\$70	\$135	\$135	\$90	\$135	\$91	\$90	\$68	\$91	\$68	\$80	\$58	\$58	\$47	\$60	\$44		
Subtotal	\$7,020	\$20,972	\$19,600	\$2,700	\$2,700	\$4,160	\$5,400	\$3,640	\$3,200	\$928	\$2,240	\$3,136	\$3,840	\$4,176	\$2,560	\$67,000	\$4,784	\$1,920	\$1,672	\$11,982
<b>Expenses</b>																				
323.03 Reproductions (200,000 pages @ 0.08/page and 4,000 color pages @ \$1/page)																				
323.04 Travel & Other Mileage (10 trips at \$75)																				
323.05 Travel Auto. Incld. Mileage (10 trips at \$75)																				
Mark up on all non-labor costs and subcontractors: 5.5%																				
Direct expense subtotal																				
Total Price																				

g:\2002 cost\STA-Amend 8 east to complete ADEIS-EIR REV2-05-16-05(client)

Approved by Finance (sh)

Date printed 8/19/2005 3:44 PM





DATE: September 21, 2005  
TO: STA TAC  
FROM: Jennifer Tongson, Assistant Project Manager  
RE: SAFETEA Third Cycle – STP Local Streets and Roads Call for Projects

**Background:**

The Metropolitan Transportation Commission (MTC), as the federally designated metropolitan planning organization (MPO) for the nine County Bay 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: Legacy for Users (SAFETEA-LU). MTC has previously programmed the first four years with the First and Second Cycle of programming.

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

**Discussion:**

In response to the CMA's request, MTC is proposing to program an additional \$34 million for Third Cycle funding, distributed to the Clean Air Program (\$13M), CMA Planning Activities (\$1M), Local Streets and Roads Shortfall (\$9M), Transit Capital Shortfall (\$9M), and TLC/HIP (\$2M). The MTC Commission is scheduled to adopt the Third Cycle funding proposal summary on November 16, 2005.

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

<u>Funding Category</u>	<u>Original MTC Commit. Reso. 3615</u>	<u>Proposed Increase</u>	<u>Proposed 3<sup>rd</sup> Cycle Commitment</u>
1. Clean Air	\$ 4	\$13	\$17
2. Regional Operations	\$44	-	\$44
3. CMA Planning Activities	\$10	\$1	\$11
4a. Local Streets and Roads	\$57	\$9	\$66
4b. Transit Capital	\$55	\$9	\$64
5. TLC/HIP	\$72	\$2	\$74
6. Regional Bike/Ped.	\$24	-	\$24
7. Lifeline	-	-	\$0
<b>Total Proposed Commitments</b>	<b>\$266</b>	<b>\$34</b>	<b>\$300</b>

Local Streets and Roads Discussion:

With the approval of the Third Cycle fund proposal, Local Streets and Roads (LS&R) is anticipated to receive \$66M for the remainder of SAFETEA. Just as the Cycle 1 Augmentation funds for LS&R were distributed in March 2005, MTC will be using the "hybrid" formula – 50% original MTS and 50% revised LS&R formula – to distribute the funds by county. Using this formula, Solano County is expected to receive approximately \$3.462M for LS&Rs.

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

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

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

The remaining amount of Third Cycle STP funds for LS&R comes to \$1.462M.

County Minimum Guarantee:

*California Streets and Highways Code Section 182.6(d)(2)* requires a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. MTC staff has been tracking the FAS set-aside requirement and notified the STA that the County of Solano has not received its guaranteed set aside for the SAFETEA period, and will therefore need to receive guaranteed funding in the Third Cycle LS&R programming in the amount of \$1,055,954. The County of Solano will be receiving \$393,000 from the "STIP-STP swap" and a minimum of \$662,954 from the remaining balance in order to meet the state requirement.

Using the "hybrid" formula, Attachment A shows a draft distribution of the Third Cycle funds for LS&R for a total of \$3.462M, pending MTC Commission's adoption of the \$66M programming amount for LS&Rs in November. Taking the County of Solano minimum guarantee funding requirements into account, this leaves a total of \$799,216 in additional Third Cycle funds for the seven remaining cities, which was distributed based on the "hybrid" formula – 50% MTS and 50% LS&R formula – by calculating the percentages minus Solano County's share (Column G), and multiplying those percentages by \$799,216 (Column J).

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

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

The following information for new and existing projects are due to STA no later than Friday, November 18, 2005 (after MTC adoption of the Fund Program):

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

STA staff will continue to monitor the progress of the Third Cycle STP Local Streets and Roads program and will update the TAC of any changes.

**Recommendation:**

Approve the following:

1. Review and recommend the STA Board approve the draft distribution of \$3.462M in Third Cycle Local Streets and Roads funds, pending the MTC Commission's adoption of the \$66M programming amounts for LS&Rs on November 16, 2005, as specified in Attachment A; and
2. Initiate a Call for Projects for Third Cycle Local Streets and Roads projects.

Attachments:

- A. STA's Draft Local Streets and Roads Distribution, Solano County
- B. County of Solano, FAS Requirement Calculation
- C. MTC's Draft Regional Local Streets and Roads Distribution
- D. MTC Memo, SAFETEA Third Cycle STP/CMAQ Funding Policies, Procedures and Project Selection Criteria
- E. California Streets and Highways Code Section 182.6(d)(2)

**DRAFT LOCAL STREETS AND ROADS DISTRIBUTION  
SAFETEA CYCLE 3**

as of 09/21/2005

A	B	C	D	E	F	G	H	I	J	K	L
	% Share of T2030 Shortfall	% Share of New Formula	% Hybrid Share	Hybrid \$ Share (\$57M)	Hybrid \$ Share (\$66M)	Percent minus Solano Co.	(\$2 million)	(Solano County FAS)	Remainder	STIP-STP Swap	Total
1	<b>SOLANO</b>										
2	Solano County	1.98%	1.38%	\$ 787,698	\$ 912,071	0.00%		\$ 662,954	\$ -	\$ 393,000	\$ 1,055,954
3	Benicia	0.13%	0.25%	\$ 145,170	\$ 154,340	6.05%		\$ -	\$ 48,371	\$ 154,000	\$ 202,371
4	Dixon	0.01%	0.15%	\$ 83,767	\$ 83,242	3.26%		\$ -	\$ 26,089	\$ 105,000	\$ 131,089
5	Fairfield	0.33%	0.90%	\$ 510,157	\$ 576,957	22.62%		\$ -	\$ 180,822	\$ 364,000	\$ 544,822
6	Rio Vista	0.00%	0.04%	\$ 21,058	\$ 10,631	0.42%		\$ -	\$ 3,332	\$ 74,000	\$ 77,332
7	Suisun City	0.33%	0.34%	\$ 193,992	\$ 210,871	8.27%		\$ -	\$ 66,088	\$ 140,000	\$ 206,088
8	Vacaville	0.64%	0.94%	\$ 535,001	\$ 605,723	23.75%		\$ -	\$ 189,837	\$ 342,000	\$ 531,837
9	Vallejo	1.06%	1.40%	\$ 796,348	\$ 908,335	35.62%		\$ -	\$ 284,678	\$ 428,000	\$ 712,678
10	<b>TOTAL</b>	<b>7.49%</b>	<b>5.39%</b>	<b>\$ 3,073,191</b>	<b>\$ 3,462,170</b>	<b>\$ 2,550,099</b>	<b>\$ 1,462,170</b>	<b>\$ 662,954</b>	<b>\$ 799,216</b>	<b>\$ 2,000,000</b>	<b>\$ 3,462,170</b>
11						100%					

**COUNTY OF SOLANO  
FAS REQUIREMENT CALCULATION**

**County of Solano**

Fry Road & Lake Herman Road	SOL050017	602,000
Cherry Glen Road & Pitt School Road	SOL050044	<u>149,000</u>
Cycle 2 + Augmentation + Swap		751,000

FAS Funding Requirement (*)		1,806,954
Cycle 2 + Augmentation		<u>751,000</u>
SAFETEA Cycle 3 Total		1,055,954

STIP-STP Swap		393,000
Cycle 3		<u>662,954</u>
SAFETEA Cycle 3 Total		1,055,954

**Cycle 3 Programming**

Hybrid Cycle 3 (\$66M LS&R)		3,462,170
STIP-STP Swap		2,000,000
Solano County FAS		<u>662,954</u>
Remainder, Cycle 3 Programming		<b>799,216</b>

MTS Formula		399,608
LS&R Formula		399,608

(\*) California Streets and Highways Code Section 182.6(d)(2)

**Total SAFETEA Programming - Solano County**

Cycle 2 Total County		1,887,000
Augmentation		1,300,000
Cycle 3 Total County		<u>3,432,000</u>
SAFETEA Total - Solano County		6,619,000

**METROPOLITAN TRANSPORTATION COMMISSION**  
**LS&R Allocation Formula for 3rd Cycle of STP Programming**

**Allocation Comparison of a Typical Funding Cycle:**

County	T2030 LS&R Formula ("Old MTS" Shortfall)		Revised LS&R Formula*		Hybrid (3rd Cycle)	
	(% Share)	(\$ Amount)	(% Share)	(\$ Amount)	(% Share)	(\$ Amount)
Alameda	10%	\$6,600,000	17.9%	\$11,811,404	13.9%	\$9,205,702
Contra Costa	11%	\$7,260,000	14.3%	\$9,437,703	12.6%	\$8,348,851
Marin	6%	\$3,960,000	4.7%	\$3,090,187	5.3%	\$3,525,093
Napa	6%	\$3,960,000	3.2%	\$2,084,829	4.6%	\$3,022,415
San Francisco	9%	\$5,940,000	9.7%	\$6,420,528	9.4%	\$6,180,264
San Mateo	7%	\$4,620,000	10.4%	\$6,871,866	8.7%	\$5,745,933
Santa Clara	28%	\$18,480,000	21.1%	\$13,928,310	24.6%	\$16,204,155
Solano	3%	\$1,980,000	7.5%	\$4,944,341	5.2%	\$3,462,170
Sonoma	20%	\$13,200,000	11.2%	\$7,410,833	15.6%	\$10,305,416
<b>Total</b>	<b>100.0%</b>	<b>\$66,000,000</b>	<b>100.0%</b>	<b>\$66,000,000</b>	<b>100.0%</b>	<b>\$66,000,000</b>

**\*Notes:**

1. "Revised LS&R Formula" is based on 31% Population, 31% Lane Mileage, 31% Arterial & Collector Shortfall, & 7% Performance
2. Performance Measure = Preventive Maintenance--Actual annual expenditure on preventive maintenance vs. the Pavement Management System's "recommended" expenditure for each jurisdiction





METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Partnership TAC

DATE: 9/19/05

FR: Craig Goldblatt and Ross McKeown

W. I. 1512

RE: **Update on SAFETEA Third Cycle STP/CMAQ Funding Policies, Procedures and Project Selection Criteria**

Since the PTAC met last there have been a number of developments with respect to the proposed Third-Cycle STP/CMAQ program, which are discussed below:

### **A. Revenue Estimate Funds Available for Third Cycle**

Revised Revenue is lower than earlier anticipated: With the passage of SAFETEA, our earlier assumptions on STP/CMAQ revenue have been modified. However, FHWA will not make the definitive numbers available until at least late October. Our latest revised estimates indicate that overall revenue levels will make \$900 million STP/CMAQ available to the MTC Region. After reducing these levels by previous programming actions (\$598 million) reflecting First-Cycle, Second-Cycle, and First-Cycle Augmentation commitments, the remaining unprogrammed Third-Cycle increment is approximately \$300 million. This revision is due in part to our earlier estimates being based on a mid-point between the House of Representative and Senate proposals. Ultimately, the level of funding enacted was in line with the lower-end House proposal.

Bonus round is unlikely: Our most recent memo to the partnership suggested a bonus cycle of approximately \$50 million to take place once the region had a firm grasp of the SAFETEA funding apportionments. The MTC staff's Third-Cycle proposal to date amounts to approximately \$300 million, which nearly eliminates the viability of a bonus round. However, MTC staff will continue to pursue future opportunities to capture obligational authority over the tenure of the SAFETEA time period, which could realize additional federal funding for a possible future round of programming.

### **B. SAFETEA Current Programming Commitments – Policy Issues**

By way of background, Table 1 reflects those commitments as embodied in Resolution 3615, which established a priority list for \$266 million in Third Cycle commitments. This in turn established the starting point for discussion of proposed Third-Cycle policies with the Partnership. Table 1 also outlines the staff recommendation on how an additional \$34 million be allocated to the funding programs that are described below.

Recent Responses to the Proposal: We have received three formal comments since the July PTAC meeting. The first two responses addressed the use of funding contingent upon the “bonus round”. The third addressed Third-Cycle funding without the bonus round.

- 1) AC Transit requested additional funding to repower approximately 200 buses as well as up to \$20 million to deploy the Rapid Bus improvement on the MacArthur AC Transit corridor.

- 2) The San Francisco Municipal Transportation Agency proposed critical transit expansion projects for additional funding: the Third Street Metro East Maintenance Facility, Third Street Southern Terminal project, Mission Bay LRVs and trolley coach extensions.
- 3) At their September meeting, in response to the lower than anticipated level of Third Cycle STP/CMAQ funding, the CMA Directors recommended dedicating the \$29 million increment beyond funding identified in Resolution 3615 to Local Streets and Roads (\$10M), Transit Capital Replacement (\$10M) and increasing the base CMA planning funds for the four North Bay Counties and funding the Clean Air / Spare the Air Program based on the outcome of the evaluation of the program (\$9M).

Program level Issues (Italicized text addresses new developments)

**1. Clean Air**

A total of \$4.5 million was originally set-aside for the Clean Air Program for Third Cycle. Specifically, the MTC Resolution 3615 commitments contribute to the "Spare the Air" Program at a cost of \$2 million, and \$2.4 million for the Eastern Solano CMAQ program over the Third Cycle period.

**Proposal:**

1. Continue the \$1 million annual contribution to the BAAQMD for the Spare the Air program, as previously committed.
2. *Increase the Eastern Solano CMAQ program to \$2.5 million for the two-year period, which includes the augmentation to Solano-Napa Commuter Information (SNCI), and assumes a contribution by Solano to their share of regional programs.*
3. *Expand the Spare the Air, Free Transit Commute Campaign for the duration of SAFETEA. This requires an additional \$5 million annually for three years beginning in FY 2006-07 for the Free Transit Commute Campaign (the timing of the Spare the Air season is realigned to recognize that next year's season will occur in FY 2006-07). These efforts are meant to address the Bay Area's non-attainment status for the 8-hour ozone standard. The program's funding needs would be reconfirmed based on the evaluation of program effectiveness after future "Spare the Air" seasons. Total Cost: \$15 million.*

**For Discussion:**

1. *Continuation of the Free Transit Commute Campaign will require an additional \$12 million in CMAQ funding after taking into account the expected \$3 million carryover from the FY 2004-05 season (assuming no additional Spare the Air Days are issued).*

*There had been some concerns voiced about the effectiveness and proposed level of funding for the Spare the Air – Free Transit Program. This revised proposal reduces the required level of funding for the Spare the Air Program and proposes that any residual funds not used by the program be redirected to address on-going air quality goals. Similarly, should future evaluations of the Spare the Air Program demonstrate that other air quality strategies are more effective, these funds could be shifted to other air quality improvement strategies.*

2. *MTC staff has met with Solano Transportation Authority staff to discuss the Eastern Solano CMAQ apportionments for Third Cycle. An agreement was reached whereby MTC retained a portion of the CMAQ apportioned to Eastern Solano County (Sacramento Air Basin) to fund regional programs that benefit this geographic area. STA would receive approximately \$2.5 million per year for the*

*two-year period for Third Cycle to program local CMAQ eligible projects located in Eastern Solano County. An additional \$0.1 million more than the Resolution 3615 commitments is necessary to fund this program.*

## **2. Regional Operations**

The projects receiving funding in this category in First and Second Cycles include TransLink®, 511 TravInfo®, Regional Rideshare, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and Performance Monitoring. There was \$44 million set-aside for this program in Resolution 3615, including an increase to Rideshare to replace CMAQ funding redirected to the Regional Transit Information System (RTIS) during Second Cycle. There is no need to increase funding for Regional Operations at this time.

### **Proposal:**

1. Maintain funding for Regional Operations at the Second Cycle Resolution 3615 commitment level of \$44 million.
2. Funding Augmentation for Solano-Napa Commuter information is now part of the Clean Air Program, rather than the Regional Operations Program. *(See above section for discussion about Eastern Solano County CMAQ program.)*

## **3. CMA Planning Activities**

MTC continues to fund CMA planning activities. As in the past, 3% of the *estimated* STP revenues are dedicated to the CMAs for planning. During the First and Second Cycles, each county CMA was guaranteed a minimum of \$240,000, an increase from the minimum threshold of \$140,000 provided during TEA 21. The CMA's are provided either the county's population shares of 3% of the STP funds or \$240,000 whichever figure is higher. In addition, \$1.35 million (\$150,000 for each of the county CMAs) is targeted for transportation land use planning coordination with MTC under the Transportation for Planning and Land Use Solutions Program (T-PLUS). A total of \$10 million was committed for CMA planning activities in Resolution 3615.

### **Proposal:**

1. Revise CMA county distributions to reflect January 2005 population figures from DOF.
2. Maintain current 3% - \$240,000 minimum threshold.

### **For Discussion:**

1. Some CMAs have requested additional funding to accommodate increased workload associated with the transfer of the Lifeline program. *The CMAs have indicated that they will wait for the completion of the three-year Lifeline Program in order to evaluate the level of administrative resources required on their part for Lifeline. However, MTC is proposing to set-aside \$1 million in reserve to address increased planning needs associated with the Lifeline Program in the final year of SAFETEA and/or any other new regional initiatives that require additional oversight by the CMAs.*
2. North Bay counties believe the \$240,000 minimum threshold is insufficient to cover all cost associated with planning, programming and monitoring activities required by MTC. They are reviewing their costs and will be providing a proposal to possibly increase the minimum threshold. *MTC staff is proposing to increase funding to CMA planning activities by adjusting the base of revenues used to calculate the planning funds. The four years prior to third cycle were estimated using the RTP revenue estimates, which are below the levels now anticipated by SAFETEA. This*

*four-year increment (difference between SAFETEA and RTP numbers) of roughly \$800,000 would be made available to the CMA directors to distribute among the counties to address CMA related planning needs as they see appropriate.*

#### **4a. Local Streets and Roads Shortfalls**

Based on T2030, the local streets and roads rehabilitation program distributed funding to counties based on their proportional share the region's Metropolitan Transportation System shortfall. There have been lively discussions in the Local Streets & Road (LSR) Committee regarding the equity in the distribution of the funding. Subsequently, the LSR Committee has reached a consensus on a new model to distribute the funding, taking into consideration other factors such as population, lane mileage, arterial/ collector maintenance shortfalls, and jurisdictions' performance in managing its pavement needs. Since this new model involves "winners" and "losers", the Cycle 1 Augmentation distributed money using a "hybrid" formula – 50% original MTS and 50% new model. For the Third Cycle, the LSR Committee is requesting that the hybrid formula be similarly used for fund distribution in the Local Streets and Roads Rehabilitation Shortfall Program. Thereafter the committee has suggested that the new allocation model be used to distribute funding for this program. Resolution 3615 identified \$57 million for Third Cycle for the LSR shortfall program.

#### **Proposal:**

1. At the recommendation of the LSR Committee, and with concurrence and approval of the Partnership Board, apply the hybrid formula used for the First Cycle Augmentation for the distribution of funds for Third Cycle.
2. *Recognizing the request by the CMAs and the general support in the region to address rehabilitation needs, MTC staff is proposing to increase the streets and road funding by \$9 million over the original commitment, subject to the availability of STP funds. As mentioned in previous discussions with the Partnership, much of the funding for Third Cycle is CMAQ and rehabilitation is not eligible for CMAQ funds; therefore, this increase will depend on the capacity for funding swaps and partnerships between sponsors and MTC.*

#### **For Discussion:**

1. The new model as well as the recommended distribution for Third Cycle should be reviewed and approved by the Partnership.
2. As noted in the Transit section below, some of the Transit Rehabilitation funds could be shifted from transit to streets and roads in the near term.

*The Partnership in August approved the use of the hybrid distribution model. In September, The Local Streets and Roads Rehabilitation Committee released county/city distributions based on the use of the hybrid formula, which will be used in the upcoming "Call for Projects" for the Local Streets and Roads Rehabilitation Program.*

3. *California Streets and Highways Code Section 182.6(d)(2) requires a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. MTC staff have been tracking the FAS set-aside requirement and are aware of three counties that have not received their guaranteed set aside for the SAFETEA period, and will therefore need to receive guaranteed funding in the Third Cycle LS&R programming. These counties are: Alameda County (\$986,566); Contra Costa County (\$901,646); and Solano County (\$1,055,594). With the programming of these amounts to these*

*counties in Third Cycle, all counties will have met the FAS set aside requirements for the SAFETEA period.*

#### **4b. Transit Capital Shortfall**

In Second Cycle, \$55 million in STP funding was dedicated to augmenting transit capital priority funding in order to meet the transit capital shortfalls identified in T2030. The Second cycle policy was amended in July to memorialize the agreement that 80%, or \$45.4 million, would be directed to BART to meet major fleet replacement needs with the residual of \$9.4 million going to the remaining transit operators that have score 16 funding needs after considering FY 2005-06 and FY 2006-07 FTA funds, prioritizing those that had score 16 capital shortfalls in T2030.

However, the \$9.4 million for projects with a score 16 shortfall is being deferred into later years, given that there are no remaining score 16 shortfall needs following the FTA programming. The FTA call for projects has indicated that there may be no score 16 shortfalls for FY 2007-08, and it is possible there are no shortfall needs in FY 2008-09 as well, other than those projects capped through the FTA process. Therefore, we may want to shift this rehabilitation funding – roughly \$20 million – after considering BART's 80% to streets and roads. There could be a payback from future streets and road rehab to transit, once the score 16 replacement needs ramp up again.

#### **Proposal:**

1. Proceed with the funding of BART's 80 percent of the shortfall, consistent with the long-term BART car replacement agreement.
2. *Recognizing the request by the CMAs and the general support in the region to address rehabilitation needs, MTC staff is proposing to increase the transit funding by \$9 million over the original commitment, subject to the availability of STP funds. As mentioned previously, much of the funding is CMAQ and rehabilitation is not eligible for CMAQ funds; therefore, this increase will depend on the capacity for funding swaps and partnerships between sponsors and MTC.*

#### **For Discussion:**

1. Consider the following options for the remaining Transit shortfall funding, considering the region must use the OA on an annual basis:
  - Option a)** Place the remaining Transit shortfall funding in reserve (approximately \$4 million annually) until transit shortfalls are realized – possibly not until FY 2009-10 (TEA-4).
  - Option b)** Enter into similar long-term rehabilitation / vehicle replacement agreements with other agencies such as SF Muni, Caltrain or AC Transit.
  - Option c)** Increase the LSR shortfall in the near term, with payback to Transit at a later date.
  - Option d)** Direct the funding initially to BART, and subsequently redirect funding back to other transit properties when the rehab needs begin cycling and shortfalls materialize.
  - Option e)** Direct the funding to score 16 projects that have been capped through the FTA programming process. Examples are bus fleet replacements in excess of \$20 million or fixed guideway rehabilitation projects in excess of \$13 million.
  - Option f)** Direct funding to lower scoring transit rehabilitation projects. Transportation 2030 focused on fleet and guideway rehabilitation at score 16, but needs exist for other projects such as facilities and stations.

*Third-Cycle programming to the transit capital shortfall is pending further discussion among members of the Partnership about the FTA Formula funds. A placeholder will reserve this funding in the Third-Cycle policies, which will be programmed at a later date, once resolution is reached.*

### **5. TLC/HIP**

The TLC/HIP category encompasses TLC/HIP Planning Grants, Regional TLC, Housing Incentive Program, the County TLC/HIP, and the nascent Station Area Plan Program. Based on T2030, MTC reserves \$27 million annually in STP, CMAQ, and TE funds for this program. However, in recognition of the economic situation the region faced two years ago, only \$36 million was programmed in Second Cycle, with \$18 million deferred to Third Cycle. Therefore, in Second Cycle, \$72 million (\$27 million for the two years plus \$18 million deferral) was identified as the funding target for Third cycle.

#### **Proposal:**

1. The cost of preparing Station Area Plans is roughly \$500,000 per station. There have been 34 stations identified along the corridors that do not presently meet the Resolution 3434 thresholds. Therefore, the cost for the Station Area Plan program is roughly \$17 million with \$2.8 million funding the pilot program in Second Cycle. The remaining cost to cover the Stations Area Planning effort is roughly \$14 million. *However, based on comments about the amount of time necessary to complete the plans, staff is proposing to undertake 24 plans during the Third Cycle period, reducing the funding level in the near-term to roughly \$9 million. Staff is proposing to increase the TLC/HIP set-aside by \$2 million to fund the near-term plans, with the remaining \$7 million coming from the existing funding levels established for the TLC and HIP programs.*

*The County TLC/HIP program is funded approximately half with CMAQ funds (\$4.5 million annually) and approximately half with Transportation Enhancement (TE) funds. The CMAs will need to program the TE portion of the County TLC/HIP program in the 2006 STIP. Under regional policy, half of the Transportation Enhancement (TE) funds coming to the region are for the County TLC/HIP program, with the balance made up of CMAQ funds for a total annual program of \$9 million.*

### **6. Regional Bike/Pedestrian Program**

This program was envisioned to receive \$32 million for the four- year period from FY 2005-06 through 2008-09. For the Second cycle, a single call for projects for the regionally competitive program took place last winter and \$8 million (25% of the program) was programmed in June 2005. In the Third Cycle, the remaining \$24 million (\$8 million was deferred from Second cycle) will fund the County Regional Bicycle and Pedestrian Program, being programmed at the discretion of the county Congestion Management Agencies.

#### **Proposal:**

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

#### **For Discussion:**

1. Some counties may be allowed to swap CMAQ with local funds. *Per MTC Resolution 3644, San Francisco and Alameda Counties are the only two counties eligible to swap 60% of their local county share.*

**7. Lifeline**

With the Commission action in April 2005, the Lifeline program received both a funding boost and an administration overhaul with responsibility for administration shifted from MTC to the Congestion Management Agencies. In Cycle 2, fund swaps from the Clean Air Program yielded \$2.5 million in CMAQ funding for lifeline. Resolution 3615 did not identify any funding commitments for Lifeline in Third Cycle. The \$15 million program approved in April contemplated an additional \$4 million from Third Cycle, subject to completion of Third Cycle programming.

**Proposal:**  
 1. *Replace the \$4 million of CMAQ funds proposed for the Lifeline in Third Cycle consistent with MTC Resolution No. 3615; instead use either State Transit Assistance or Job Access and Reverse Commute funds to keep the Lifeline Program at the \$15 million level.*

**Table 1: Third Cycle Funding Proposal Summary**

Table 1. (in millions)	Original 3 <sup>rd</sup> Cycle Commitments Res. No. 3615	July Proposal Increase (Decrease)	Revised Proposal Increase (Decrease)	Proposed 3 <sup>rd</sup> Cycle Commitments
<b>Funding Categories</b>				
1. Clean Air <sup>1</sup>	\$4	\$18	\$13	\$17
2. Regional Operations <sup>2</sup>	\$44	-	-	\$44
3. CMA Planning Activities	\$10	-	\$1	\$11
4a. Local Streets and Road Shortfall <sup>3</sup>	\$57	-	\$9	\$66
4b. Transit Capital Shortfall <sup>3</sup>	\$55	-	\$9	\$64
5. TLC/HIP <sup>4</sup>	\$72	\$7	\$2	\$74
6. Regional Bike/Ped. <sup>5</sup>	\$24	-	-	\$24
7. Lifeline <sup>6</sup>	-	\$4	-	-
<b>TOTAL Commitments:</b>	<b>\$266</b>	<b>\$29</b>	<b>\$34</b>	<b>\$300</b>

**Footnotes:**

- <sup>1</sup> Clean Air Program: Continuation of Free Transit Commute beyond FY 2004-05 – Estimated cost is \$5 million annually from FY 06-07 through FY 08-09 (\$3 million carried over from FY 2004-05 will reduce additional funding need from \$15 million to \$12 million). In addition, funds in the amount of \$2.5 million for Eastern Solano CMAQ.
- <sup>2</sup> Regional Operations Program: Minor adjustment for rounding error.
- <sup>3</sup> Transit/local road rehab is 1/25<sup>th</sup> annually of T-2030 commitment level from original proposal, with increase of \$9 million to provide more funding for rehabilitation. Minor adjustment to account for rounding error.
- <sup>4</sup> TLC/HIP totals \$108 for the 4 year period, or 4 x \$27 annually under TEA-21 Reauthorization. 3<sup>rd</sup> Cycle includes an additional \$21 million in TE funding from the STIP, including \$3 million in STIP funds deferred by the CTC. Increase in funding is for Station Area Planning.
- <sup>5</sup> Regional Bike/Ped. recovers to \$24 in Third Cycle, or 4 x \$8 annually under TEA-21 Reauthorization
- <sup>6</sup> Lifeline: to be funded from another funding source – State Transit Assistance or Job Access Reverse Commute.

**Schedule**

Outlined below is the schedule for the development of the Third Cycle funding policy. Commission adoption of the Third-Cycle policies will be postponed one month until their November meeting. This will allow staff to use more definitive FHWA revenue numbers, as a basis for the Third-Cycle policies. This schedule also takes into account discussions at the Partnership level, with other MTC Committees, and sufficient opportunities for the public to comment.

**Schedule and Next Steps for Third Cycle Funding Policy**

July - October 2005	Partnership Committees review TEA 21 Reauthorization and Potential Third Cycle Issues & Policies
Wednesday, Nov. 2, 2005	PAC Referral of Third Cycle Policies and Project Selection Criteria to the Commission for Approval
Wednesday, Nov. 16, 2005	Commission Adoption of Third Cycle Policies and Project Selection Criteria

**182.6.** (a) Notwithstanding Sections **182** and **182.5**, Sections **188**, **188.8**, and **825** do not apply to the expenditure of an amount of federal funds equal to the amount of federal funds apportioned to the state pursuant to that portion of subsection (b)(3) of Section **104**, subsections (a) and (c) of Section **157**, and subsection (d) of Section **160** of Title **23** of the United States **Code** that is allocated within the state subject to subsection (d)(3) of Section **133** of that **code**. These funds shall be known as the regional surface transportation program funds. The department, the transportation planning agencies, the county transportation commissions, and the metropolitan planning organizations may do all things necessary in their jurisdictions to secure and expend those federal funds in accordance with the intent of federal law and this chapter.

(b) The regional surface transportation program funds shall be apportioned by the department to the metropolitan planning organizations designated pursuant to Section **134** of Title **23** of the United States **Code** and, in areas where none has been designated, to the transportation planning agency designated pursuant to Section **29532** of the Government **Code**. The funds shall be apportioned in the manner and in accordance with the formula set forth in subsection (d) (3) of Section **133** of Title **23** of the United States **Code**, except that the apportionment shall be among all areas of the state. Funds apportioned under this subdivision shall remain available for three federal fiscal years, including the federal fiscal year apportioned.

(c) Where county transportation commissions have been created by Division **12** (commencing with Section **130000**) of the Public Utilities **Code**, all regional surface transportation program funds shall be further apportioned by the metropolitan planning organization to the county transportation commission on the basis of relative population.

In the Monterey Bay region, all regional surface transportation program funds shall be further apportioned, on the basis of relative population, by the metropolitan planning organization to the regional transportation planning agencies designated under subdivision (b) of Section **29532** of the Government **Code**.

**(d) The applicable metropolitan planning organization, county transportation commission, or transportation planning agency shall annually apportion the regional surface transportation program funds for projects in each county, as follows:**

**(1) An amount equal to the amount apportioned under the federal-aid urban program in federal fiscal year 1990-91 adjusted for population. The adjustment for population shall be based on the population determined in the 1990 federal census except that no county shall be apportioned less than 110 percent of the apportionment received in the 1990-91 fiscal year. These funds shall be apportioned for projects implemented by cities, counties, and other transportation agencies on a fair and equitable basis based upon an annually updated five-year average of allocations. Projects shall be nominated by cities, counties, transit operators, and other public transportation agencies through a process that directly involves local government representatives.**

**(2) An amount not less than 110 percent of the amount that the county was apportioned under the federal-aid secondary program in federal fiscal year 1990-91, for use by that county.**

(e) The department shall notify each metropolitan planning organization, county transportation commission, and transportation planning agency receiving an apportionment under this section, as

soon as possible each year, of the amount of obligation authority estimated to be available for program purposes.

The metropolitan planning organization and transportation planning agency, in cooperation with the department, congestion management agencies, cities, counties, and affected transit operators, shall select and program projects in conformance with federal law. The metropolitan planning organization and transportation planning agency shall submit its transportation improvement program prepared pursuant to Section 134 of Title 23 of the United States Code to the department for incorporation into the state transportation improvement program not later than August 1 of each even-numbered year beginning in 1994.

(f) Not later than July 1 of each year, the metropolitan planning organizations, and the regional transportation planning agencies, receiving obligational authority under this article shall notify the department of the projected amount of obligational authority that each entity intends to use during the remainder of the current federal fiscal year, including, but not limited to, a list of projects that will be obligated by the end of the current federal fiscal year. Any federal obligational authority that will not be used shall be redistributed by the department to other projects in a manner that ensures that the state will continue to compete for and receive increased obligational authority during the federal redistribution of obligational authority. If the department does not have sufficient federal apportionments to fully use excess obligational authority, the metropolitan planning organizations or regional transportation planning agencies relinquishing obligational authority shall make sufficient apportionments available to the department to fund alternate projects, when practical, within the geographical areas relinquishing the obligational authority. Notwithstanding this subdivision, the department shall comply with subsections (d)(3) and (f) of Section 133 of Title 23 of the United States Code.

**(g) A regional transportation planning agency that is not designated as, nor represented by, a metropolitan planning organization with an urbanized area population greater than 200,000 pursuant to the 1990 federal census may exchange its annual apportionment received pursuant to this section on a dollar-for-dollar basis for nonfederal State Highway Account funds, which shall be apportioned in accordance with subdivision (d).**

**(h) (1) If a regional transportation planning agency described in subdivision (g) does not elect to exchange its annual apportionment, a county located within the boundaries of that regional transportation planning agency may elect to exchange its annual apportionment received pursuant to paragraph (2) of subdivision (d) for nonfederal State Highway Account funds.**

**(2) A county not included in a regional transportation planning agency described in subdivision (g), whose apportionment pursuant to paragraph (2) of subdivision (d) was less than 1 percent of the total amount apportioned to all counties in the state, may exchange its apportionment for nonfederal State Highway Account funds. If the apportionment to the county was more than 31/2 percent of the total apportioned to all counties in the state, it may exchange that portion of its apportionment in excess of 31/2 percent for nonfederal State Highway Account funds. Exchange funds received by a county pursuant to this section may be used for any transportation purpose.**

(i) The department shall be responsible for closely monitoring the use of federal transportation funds, including regional surface transportation program funds to assure full and timely use. The department shall prepare a quarterly report for submission to the commission regarding the progress in use of all federal transportation funds. The department shall notify the commission and the appropriate implementation agency whenever there is a failure to use federal funds within the three-year apportionment period established under subdivision (b).

(j) The department shall provide written notice to implementing agencies when there is one year remaining within the three-year apportionment period established under subdivision (b) of this section.

(k) Within six months of the date of notification required under subdivision (j), the implementing agency shall provide to the department a plan to obligate funds that includes, but need not be limited to, a list of projects and milestones.

(l) If the implementing agency has not met the milestones established in the implementation plan required under subdivision (k), prior to the end of the three-year apportionment period established under subdivision (b), the commission shall redirect those funds for use on other transportation projects in the state.

(m) Notwithstanding subdivisions (g) and (h), regional surface transportation program funds available under this section exchanged pursuant to Section 182.8 may be loaned to and expended by the department. The department shall repay from the State Highway Account to the Traffic Congestion Relief Fund all funds received as federal reimbursements for funds exchanged under Section 182.8 as they are received from the Federal Highway Administration, except that those repayments are not required to be made more frequently than on a quarterly basis.





DATE: September 20, 2005  
TO: STA TAC  
FROM: Daryl K. Halls, Executive Director  
SUBJECT: MTC's T-2030 Plan – Review of "Calls to Action" Proposals

**Background:**

The Metropolitan Transportation Commission (MTC), as the federally designated metropolitan planning organization (MPO) for the nine County Bay Area, is required to develop and/or update its regional transportation plan based on a variety of factors every four years. The recent passage of the federal reauthorization bill titled, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users" (SAFETEA-LU), amended this requirement from three to four years.

In 2005, MTC adopted its most recent update of the regional transportation plan, titled "Transportation 2030". Transportation 2030 (T-2030) outlines specific "Calls to Action" for each of the 14 areas listed within T-2030. These "Calls to Action" focus on the following areas:

1. Road maintenance
2. Transit maintenance
3. State highway maintenance
4. Regional operations programs
5. Air quality
6. Broadening access to mobility
7. Providing lifeline transportation
8. Bicycle and pedestrian programs
9. Seamless transit
10. Land use
11. Safety
12. High-occupancy/toll lanes
13. Resolution 3434
14. Goods movement

**Discussion:**

Beginning this month, MTC staff has approached the Bay Area Partnership Board regarding the development of a prioritized work plan for MTC and the region. Attached for review and comment is a draft work plan that sets out a list of specific new and ongoing efforts for specified "Calls to Action" that MTC staff has identified as high priority based on timeliness, likelihood of success, and the level of interest by the public and decision

makers. This item is scheduled to be agendized for review and discussion by the Bay Area Partnership Board on October 3<sup>rd</sup> and by the MTC's Planning and Operations Committee on October 15<sup>th</sup>. Based on initial review, STA staff is recommending the following proposed amendments be made to the list of T-2030 "Calls to Action – High Priority Action Items."

#### Road maintenance

STA staff proposed amendment:

1. Delete the following – ~~*Condition funds—Condition funding for road rehabilitation on implementation of freeway ramp metering program*~~
2. Add the following - **Restore Corridor Management as a regional priority in the next RTP update and consider condition funding for corridor management on implementation of freeway ramp metering program.**

#### Lifeline

STA staff proposed new initiative amendment:

1. Add the following - **Dedicate regional funding to CMAs to cover the costs for administration of the new Lifeline Program and to monitor the implementation of Lifeline funded projects and programs.**

#### Land Use

Proposed new initiative by MTC staff:

*Provide more land use planning funds-Expand Station Area Planning Program based on results of pilot program.*

STA staff proposed amendment:

1. Add the following – *Ensure provision of more land use planning funds to expand the Station Area Planning Program does not result in a reduction of regional funds being allocated for maintenance of local streets and roads, maintenance of transit, and CMA planning activities.*

#### State Highway Maintenance

STA staff proposed amendment:

1. Delete the following – ~~*Trim the STIP to support the SHOPP.*~~

#### **Recommendation:**

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

Attachment:

- A. MTC Memo dated September 19, 2005, Transportation 2030 Calls to Action – High Priority Action Items and Work Plan



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Partnership TAC

DATE: September 19, 2005

FR: Doug Kimsey and Lisa Klein

W. I.

RE: Transportation 2030 Calls to Action – High Priority Action Items and Work Plan

MTC's recently adopted Transportation 2030 Plan outlines specific "Calls to Action" that MTC and partner agencies should take to advance transportation projects, programs and policies in support of the region's goals and investment strategies. MTC is currently reviewing the status of these Calls to Action and identifying high priority action items for a work plan to be pursued by MTC and partner transportation agencies.

The Transportation 2030 Calls to Action are offered for each of 14 investment areas listed below. The Calls to Action range from revising regional policies to pursuing new funding sources and seeking legislative solutions:

Road maintenance	Bicycle and pedestrian programs
Transit maintenance	Seamless transit
State highway maintenance	Land use
Regional operations programs	Safety
Air quality	High-occupancy/toll lanes
Broadening access to mobility	Resolution 3434
Providing lifeline transportation	Goods movement

As it is now roughly six months since the adoption of the Transportation 2030, the time is ripe to review the Calls to Action and develop a prioritized work plan for MTC and its partner agencies. Attachment A sets forth such a work plan by identifying continuing and new initiatives for those Calls to Action that we believe to be high priority based on timeliness, likelihood of success and level of interest by the public and decision makers. The work plan is drawn from the information shown in Attachment B, which catalogs achievements to date and remaining work to do for each of the Transportation 2030 Calls to Action.

We welcome any comments or questions you may have on the work plan. MTC staff plan to review these materials with the Partnership Board in late September and with MTC's Planning and Operations Committee on October 15, 2005.

**Attachment A**  
**Transportation 2030 Calls to Action**  
**High Priority Action Items**

**Work Underway**

**New Initiatives**

<b>Road Maintenance</b>	
<ul style="list-style-type: none"> <li>• <b>Condition funds</b> – Review proposed hybrid formula for allocating 3<sup>rd</sup> Cycle STP/CMAQ Program to local road maintenance <i>Summer 2005 (Partnership, MTC)</i></li> <li>• <b>Condition funds</b> – Review proposed new allocation formula for local road maintenance for next RTP update <i>(Partnership, MTC)</i></li> <li>• <b>Strengthen Prop. 42</b> – Secure Prop. 42 payback and enact legislation to prevent future suspension <i>(Partnership)</i></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Condition funds</b> – Condition funding for road rehabilitation on implementation of freeway ramp metering program <i>(Partnership, MTC)</i></li> </ul>
<b>Transit Maintenance</b>	
<ul style="list-style-type: none"> <li>• <b>Condition funds</b> – Consider transit maintenance funding allocation formula based on ridership and revenue generation for \$190 million in additional FTA Section 5307 funds <i>Summer 2005 (Partnership, MTC)</i></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Extend useful life</b> – Set aside resources to update and enhance transit capital needs inventory and develop software to track “State of Ideal Repair” <i>Summer 2005 (MTC, transit operators)</i></li> </ul>
<b>Improve Regional Operations Programs</b>	
<ul style="list-style-type: none"> <li>• <b>Regional ramp metering</b> – Complete implementation on I-580 in the Tri-Valley and US 101 in San Mateo <i>(Caltrans, MTC &amp; local jurisdictions)</i></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Regional ramp metering</b> – Explore opportunities in conjunction with I-680 Smart Carpool Project over Sunol Grade <i>(Caltrans, MTC &amp; local jurisdictions)</i></li> <li>• <b>Clear incidents</b> – Implement recommendations to improve incident management when review is complete <i>(CHP, Caltrans &amp; MTC)</i></li> <li>• <b>Complete instrumentation of the freeway for incident response</b> – Development and implementation of freeway instrumentation projects to be funded through state commitment <i>(MTC &amp; Caltrans)</i></li> </ul>
<b>Access to Mobility</b>	
	<ul style="list-style-type: none"> <li>• <b>Enhance local demographic information</b> – Amend SRTP guidelines to include standards for operators to collect demographic information on access to mobility <i>(MTC &amp; transit operators)</i></li> <li>• <b>Enhanced use of taxis</b> – Sponsor planning study and pilot programs to test innovative use of taxi services <i>(MTC, transit operators &amp; taxi companies)</i></li> </ul>
<b>Lifeline</b>	
<ul style="list-style-type: none"> <li>• <b>Finish what’s been started</b> – Complete remaining Community Based Transportation Plans (CBTPs) by 2007 <i>(CMAs)</i></li> <li>• <b>Target new Lifeline funds</b>– CMAs to program new Lifeline funds in 2006 <i>(MTC &amp; CMAs)</i></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Put local dollars to work</b> – Seek additional funding for projects identified in CBTPs <i>(CMAs &amp; transit operators)</i></li> </ul>
<b>Lifeline cont.</b>	
<ul style="list-style-type: none"> <li>• <b>Target new Lifeline funds</b> – Leverage funds in existing sales tax measures and encourage new measures to set aside funding for CBTP recommendations <i>(CMAs)</i></li> </ul>	

**Work Underway**

**New Initiatives**

<b>Work Underway</b>		<b>New Initiatives</b>	
<b>Lifeline cont.</b>			
<ul style="list-style-type: none"> <li>• <b>Put local dollars to work</b> – Encourage CMAs to continue active engagement with community stakeholders (CMAs)</li> <li>• <b>Make the land use connection</b>– Monitor county HIP programs with respect to incentives for low-income housing (MTC, CMAs, local jurisdictions &amp; transit operators)</li> <li>• <b>Make the land use connection</b> – Ensure that local agencies adopt local area plans that include policies for low-income housing, as required by TOD policy (MTC &amp; CMAs)</li> </ul>			
<b>Bicycle and Pedestrian</b>			
<ul style="list-style-type: none"> <li>• <b>Routine accommodation</b> – Complete study of routine accommodation of non-motorized mobility needs and articulate next steps (MTC, CMAs &amp; Caltrans)</li> </ul>		<ul style="list-style-type: none"> <li>• <b>Develop more comprehensive data</b> – Outreach and education campaign in conjunction with release of the bicycle and pedestrian collision analysis handbook (MTC)</li> </ul>	
<b>Seamless Transit</b>			
<ul style="list-style-type: none"> <li>• <b>Implement TransLink®</b> – Support full TransLink® roll out through completion (TransLink® Consortium)</li> <li>• <b>Establish a system of regional hubs</b> – Complete Phase 2 of Transit Connectivity Study End of 2005 (MTC &amp; transit operators)</li> <li>• <b>Transit consolidation</b> – RM2 Regional Rail Plan will assess rail operator governance issues Summer 2005 (BART, Caltrain &amp; MTC)</li> </ul>		<ul style="list-style-type: none"> <li>• <b>Improve customer information</b> – Develop architecture for assembling real time transit information from operators in 511 and expand coverage (MTC &amp; transit operators)</li> <li>• <b>Transit consolidation</b> – Develop and implement institutional and/or functional consolidation recommendations (Operators, MTC)</li> <li>• <b>Transit consolidation</b> – Support Solano County’s efforts at consolidation, as appropriate (Operators, MTC)</li> </ul>	
<b>Land Use</b>			
<ul style="list-style-type: none"> <li>• <b>TOD policy</b> – Continue station area planning efforts and corridor planning (MTC, ABAG, transit operators &amp; local jurisdictions)</li> <li>• <b>TOD policy</b> – Complete TOD study End of 2005 (MTC)</li> <li>• <b>Provide more land use planning funds</b> – Evaluate pilot Station Area Planning Program (MTC)</li> <li>• <b>Provide more land use planning funds</b> – Evaluate first three years of T-PLUS program and consider renewal (MTC, CMAs)</li> <li>• <b>Create smarter suburbs</b> – Identify funding source to direct some Station Area Planning grants to suburban communities (e.g., eastern Contra Costa County, Sonoma and Marin counties) (MTC)</li> <li>• <b>Create smarter suburbs</b> – Partner with CMAs to develop county-level TLC programs partly aimed at suburban communities (MTC, CMAs)</li> </ul>		<ul style="list-style-type: none"> <li>• <b>TOD policy</b> – Develop TOD training and education program (MTC, ABAG, transit operators &amp; local jurisdictions)</li> <li>• <b>Provide more land use planning funds</b> – Expand Station Area Planning Program based on results of pilot program (MTC)</li> </ul>	

**Work Underway**

**New Initiatives**

<b>Land Use cont.</b>	
<ul style="list-style-type: none"> <li>• <b>Joint interregional planning projects</b> – Complete interregional planning studies and identify next steps (MTC, ABAG, MCOG, SJCOG, SACOG &amp; affected CMAs)</li> </ul>	
<b>Safety</b>	
<ul style="list-style-type: none"> <li>• <b>Complete seismic retrofit</b> – Assess seismic strengthening need for Dumbarton and Antioch toll bridges (MTC &amp; Caltrans)</li> <li>• <b>Coordinate security efforts</b> – Integrate regional transit security with overall urban security strategy (MTC, California OHS &amp; transit operators)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Complete seismic retrofit</b> – Secure additional funding for BART system seismic retrofit (MTC and BART)</li> <li>• <b>Complete seismic retrofit</b> – Implement AB 144, including administration, contracting and financial transitions (BATA, Caltrans)</li> <li>• <b>Increase federal homeland security funding</b> – Advocate for more funding for transit security and direct funding by need instead of formula (MTC &amp; transit operators)</li> </ul>
<b>HOT Lanes</b>	
<ul style="list-style-type: none"> <li>• <b>HOT legislation</b> – Monitor state and federal legislative efforts affecting HOT lanes (MTC &amp; CMAs)</li> <li>• <b>Try before we buy</b> – Complete environmental studies for two HOT lanes demonstration projects in Santa Clara County (VTA)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Try before we buy</b> – Initiate regional HOT lane analysis later this year (MTC &amp; Caltrans)</li> <li>• <b>Try before we buy</b> – Refine designs for local HOT lanes based on experience in Minneapolis (MTC, Caltrans &amp; CMAs)</li> </ul>
<b>Resolution 3434</b>	
<ul style="list-style-type: none"> <li>• <b>TOD policy</b> – Continue station area planning efforts and corridor planning (MTC, ABAG, CMAs, transit operators &amp; local agencies)</li> <li>• <b>Support Prop. 43 retention</b> – Secure Prop. 42 payback and enact legislation to prevent future suspension (Partnership)</li> <li>• <b>Robust earmarks</b> – Continue to support Resolution 3434 earmark requests in annual appropriations cycles (MTC &amp; transit operators)</li> </ul>	
<b>Goods Movement</b>	
<ul style="list-style-type: none"> <li>• <b>I-880 corridor improvements and maritime projects</b> – Coordinate with BTH on state Goods Movement Action Plan (MTC, Port of Oakland, EDAB)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>I-880 corridor improvements</b> – Pursue earmark for ITS/freight project in I-880 corridor and advocate for projects in SB 1024 (MTC &amp; Port of Oakland, Bay Area World Trade Center)</li> <li>• <b>Options to expand capacity in I-580</b> – Work with Port of Oakland and San Joaquin COG on short haul railroad implementation plan (MTC, Port of Oakland, SJCOG)</li> <li>• <b>I-880 and I-580 corridor improvements</b> – Establish local Freight Advisory Board to address various goods movement issues (MTC, Partnership)</li> <li>• <b>I-880 and I-580 corridor improvements</b> – Work with West Coast Corridor Coalition to take advantage of new programs and flexibility in reauthorization (MTC, Partnership)</li> </ul>

**Attachment B  
Transportation 2030 Calls to Action Status**

Transportation 2030 Calls to Action		Achievements to Date		Work Still to Do		Chance of Success	Resulting Regional Priority	Lead Partnership Role / MTC Section
<b>Road Maintenance</b>								
<p>1) <i>Condition funds</i> Fix roads shortfall formula so it does not rely solely on maintenance shortfall</p>	<ul style="list-style-type: none"> <li>Local Streets and Roads (LS&amp;R) Committee proposed new allocation formula based on population, mileage, arterial-collector shortfall. Includes performance-based, off-the-top incentive for local jurisdictions.</li> <li>LS&amp;R Committee proposed hybrid allocation formula for 3<sup>rd</sup> Cycle STP/CMAQ program</li> </ul>	<ul style="list-style-type: none"> <li>Review of proposed hybrid formula for 3<sup>rd</sup> Cycle STP/CMAQ Program</li> <li>Review of proposed new allocation formula for next RTP update</li> <li>Consider conditioning funding for road rehabilitation on implementation of freeway ramp metering program</li> </ul>	<p align="center"><b>High</b></p>	<p align="center"><b>High</b></p>	<p>Partnership LS&amp;R Committee &amp; PTAC MTC BHO &amp; P&amp;A</p>			
<p>2) <i>Devote more sales tax</i> Increase share</p>	<ul style="list-style-type: none"> <li>Seven of nine counties now have current transportation sales taxes</li> </ul>	<ul style="list-style-type: none"> <li>Solano and Napa now considering new sales tax for 2005 or 2006 (Solano prior sales tax devoted about 25% Napa prior sales tax devoted about 36%)</li> <li>Little for MTC to do directly at this time</li> </ul>	<p align="center"><b>Medium</b></p>	<p align="center"><b>Low</b> – not much for MTC or partners to weigh in on</p>	<p>CMAs MTC Planning</p>			
<p>3) <i>Self-help for every county</i> new transportation sales taxes</p>	<ul style="list-style-type: none"> <li>Governor's proposed \$1.3 billion in fiscal year 05-06 first step in right direction</li> <li>Various legislative fixes in the works – requires constitutional amendment</li> <li>Included in MTC Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Secure payback for funds borrowed in prior fiscal years</li> <li>Enact legislation to prevent future suspension</li> </ul>	<p align="center"><b>Medium</b></p>	<p align="center"><b>High</b> – continue legislative program priority</p>	<p>Partnership Leg Committee MTC LPA</p>			
<p>4) <i>Strengthen Prop. 42</i> Limit suspension</p>								

Transportation 2030 Calls to Action		Achievements to Date		Work Still to Do		Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Transit Maintenance</b>								
1) <i>Condition funds</i> Change funding policies to encourage agencies to invest adequately in rehabilitation	<ul style="list-style-type: none"> <li>10% of FTA formula funds set aside for distribution based on ridership and revenue generation</li> </ul>	<ul style="list-style-type: none"> <li>Consider formula based on ridership and revenue generation for \$170 million in additional FTA Section 5307 funds (summer 2005)</li> </ul>	<b>High</b>	<b>Medium</b>	Partnership Transit Finance Committee & PTAC MTC P&A			
2) <i>Extend useful life</i> Longer vehicle replacement life	<ul style="list-style-type: none"> <li>Exploring new capital needs model, "State of Ideal Repair", which considers capital needs to support system reliability and bases asset replacement on use and age</li> </ul>	<ul style="list-style-type: none"> <li>Set aside resources to update and enhance capital needs inventory and develop software to track "State of Ideal Repair"</li> </ul>	<b>High</b>	<b>High</b>	Partnership Transit Finance Committee & PTAC MTC P&A			
3) <i>Devote more sales tax</i> Increase share	<ul style="list-style-type: none"> <li>Seven of nine counties now have current transportation sales taxes</li> </ul>	<ul style="list-style-type: none"> <li>Only Solano and Napa have new sales tax measures; neither operator has significant shortfall per T-2030</li> <li>As existing sales taxes come up for renewal in the future, advocate transit maintenance</li> </ul>	<b>Medium</b>	<b>Low</b> – not much for MTC or partners to weigh in on	CMAs MTC Planning			
4) <i>Transit consolidation</i>	<ul style="list-style-type: none"> <li>Commission direction to look at institutional and functional consolidation of existing and future commuter rail services in RM2 Regional Rail Plan</li> <li>Commission support for East Bay Suburban Bus Efficiency Study</li> <li>Solano County initiating consolidation discussion</li> </ul>	<ul style="list-style-type: none"> <li>RM2 Regional Rail Plan will assess rail operator governance issues (summer 2005)</li> <li>Develop and implement institutional and/or functional consolidation recommendations</li> <li>Support Solano County's effort, as appropriate</li> </ul>	<b>Medium</b>	<b>High</b> – Commission priority	Affected transit agencies BART, Caltrain, and MTC for RM 2 Regional Rail study MTC Planning and P&A			
5) <i>Additional sales tax for BART</i>	<ul style="list-style-type: none"> <li>None to date</li> <li>Budget woes trump all else; likely fare increase/service reductions first order of business</li> </ul>	<ul style="list-style-type: none"> <li>No opportunities likely in the near future</li> </ul>	<b>Low</b> – at this time	<b>Low</b> – not ready at this time	BART MTC P&A			

Transportation 2030 Calls to Action		Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>State Highway Maintenance</b>						
1) <i>Index gas tax</i>	<ul style="list-style-type: none"> <li>Included in MTC Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>No action likely due to lack of legislative interest</li> </ul>	Low	Low – little legislative interest	Partnership Leg Committee MTC LPA	
2) <i>Increase truck weight fees</i>	<ul style="list-style-type: none"> <li>None to date</li> </ul>	<ul style="list-style-type: none"> <li>No action likely due to lack of legislative interest</li> </ul>	Low	Low – little legislative interest	Partnership Leg Committee MTC LPA	
3) <i>Trim the STIP to support the SHOPP</i> Direct more State Highway funds into SHOPP	<ul style="list-style-type: none"> <li>2006 STIP and SHOPP estimates to be adopted in August. Expect to see growth in SHOPP compared to 2004. (summer 2005)</li> </ul>	<ul style="list-style-type: none"> <li>If actual State Highway Account revenues exceed estimates, advocate for proportional share to SHOPP</li> </ul>	High	Medium – discussion now on 2006 policies	Partnership Board & PTAC MTC P&A	

Transportation 2030 Calls to Action		Achievements to Date		Work Still to Do		Chance of Success		Resulting Regional Priority		Lead Partnership Role/ MTC Section	
<b>Improve Regional Operations Programs</b>											
1) <i>Increase vehicle registration fees for incident management</i>	<ul style="list-style-type: none"> <li>Several counties pursuing their own fee increases for local traffic mitigation among other purposes (Marin, Napa, Alameda, Contra Costa, Santa Clara, San Mateo)</li> <li>Included in Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Discussion on region-wide fee not likely since fee is being pursued on county-by-county basis</li> </ul>	<ul style="list-style-type: none"> <li>Low – regional fee</li> <li>High – county fees</li> </ul>	<ul style="list-style-type: none"> <li>Low – counties pursuing their own initiatives</li> </ul>	MTC & CMAs MTC LPA						
2) <i>Complete instrumentation of the freeway for incident response</i>	<ul style="list-style-type: none"> <li>Regional funds dedicated to CCTV upgrades for first two years</li> <li>State has indicated commitment to provide \$40 million a year for system to improve incident detection and response (subject to CTC action, fall 2005)</li> </ul>	<ul style="list-style-type: none"> <li>Develop and implement projects to be funded through state commitment</li> </ul>	<ul style="list-style-type: none"> <li>High</li> </ul>	<ul style="list-style-type: none"> <li>Medium – maintain current level of effort</li> </ul>	MTC & Caltrans MTC BHO & TCI						
3) <i>Regional ramp metering</i>	<ul style="list-style-type: none"> <li>Implemented metering at Route 237/I-880 interchange</li> <li>Studies complete and implementation underway on I-580 in Livermore and US 101 in southern San Mateo County</li> </ul>	<ul style="list-style-type: none"> <li>Complete implementation on I-580 in the Tri-Valley and US 101 in San Mateo</li> <li>Explore opportunities in conjunction with I-680 Smart Carpool Project over Sunol Grade</li> </ul>	<ul style="list-style-type: none"> <li>High – Livermore and San Mateo County</li> <li>Medium – other areas</li> </ul>	<ul style="list-style-type: none"> <li>High – renewed interest</li> </ul>	Caltrans, MTC & local jurisdictions MTC BHO						
4) <i>Improve arterial operations</i>	<ul style="list-style-type: none"> <li>T-2030 commits to 3 more years of regional funding</li> <li>Ongoing work with Smart Corridors Task Force</li> </ul>	<ul style="list-style-type: none"> <li>Develop long-term funding plan and commitment by local jurisdictions for re-timing signals</li> <li>Smart Corridors Task Force developing long term funding proposal for next RTP update</li> <li>Review gateway communications program and, if successful, expand</li> <li>Implement recommendations to improve incident management when review is complete</li> </ul>	<ul style="list-style-type: none"> <li>Low</li> </ul>	<ul style="list-style-type: none"> <li>Medium – locals to fund their own programs after 3 years</li> </ul>	MTC & local jurisdictions MTC BHO						
5) <i>Clear incidents</i> Improve communications	<ul style="list-style-type: none"> <li>Creating communications gateway for CHP to communicate with four north bay counties in event of a major collision or security incidents</li> <li>Incident management procedures review underway</li> <li>CHP implemented CLEAR program with increased motorcycle patrols on I-80.</li> </ul>		<ul style="list-style-type: none"> <li>High</li> </ul>	<ul style="list-style-type: none"> <li>High – maintain current level of effort</li> </ul>	CHP, Caltrans & MTC MTC BHO & LPA						

Transportation 2030 Calls to Action		Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Air Quality</b>						
1) Spare the Air Program	<ul style="list-style-type: none"> <li>\$1M/yr funding to air district for Spare the Air</li> </ul>	<ul style="list-style-type: none"> <li>Work with Air District to identify funding strategies for other transportation emissions reduction programs</li> </ul>	Medium	Medium – continue ongoing coordination with Air District and CARB	BAAQMD, MTC & transit operators MTC Planning	
2) Car scrappage	<ul style="list-style-type: none"> <li>Commission adopted \$20M Clean Air in Motion program over two years. Program including funding for Free Transit on Spare the Air days, car scrappage and auto catalytic converter retrofit</li> </ul>	<ul style="list-style-type: none"> <li>Develop program strategy with CARB to implement catalytic converter retrofit</li> </ul>				
3) Auto catalytic converter retrofit	<ul style="list-style-type: none"> <li>Implementing \$17M PM bus retrofit with operators and Air District over two years</li> </ul>	<ul style="list-style-type: none"> <li>Develop other programs as appropriate to demonstrate attainment of federal/state standards</li> </ul>				
4) Retrofit buses and heavy duty vehicles to reduce particulate matter						

Transportation 2030 Calls to Action		Achievements to Date		Work Still to Do		Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
Access to Mobility								
1) <i>Remove state-imposed barriers to coordinated programs</i>	<ul style="list-style-type: none"> <li>MTC supports SB 20 as amended; bill would extend California's pilot Low-Cost Auto Insurance Program</li> <li>Included in MTC's 2005 Legislative Program to identify new funding sources for transit operations</li> </ul>	<ul style="list-style-type: none"> <li>Little for MTC to do at this time. Not able to move forward due to lack of state support.</li> </ul>	Low	Low – continue ongoing effort as opportunities arise	Partnership Leg Committee MTC LPA & Planning			
2) <i>Loosen Medicaid restrictions</i> Allow non-emergency trips	<ul style="list-style-type: none"> <li>TLC/HIP guidelines revised to recognize importance of accessibility</li> <li>New TLC projects programmed fall 2004. New HIP projects programmed summer 2005</li> </ul>	<ul style="list-style-type: none"> <li>Seek EDAC guidance on specific barriers to be examined further through TLC/HIP design review</li> </ul>	High	Medium – continue ongoing effort	MTC, CMAs & local jurisdictions MTC Planning			
3) <i>Fine-tune TLC and HIP</i> Address mobility barriers	<ul style="list-style-type: none"> <li>Station Area Plan Program guidelines and Regional Bike and Pedestrian Program criteria reflect importance of accessibility. Station Area Plan Program guidelines require development of pedestrian-oriented design standards and policies, which would address accessible paths of travel</li> <li>Regional Pedestrian Districts planning effort focuses on pedestrian access to transit and will reflect importance of accessibility</li> </ul>	<ul style="list-style-type: none"> <li>With local jurisdictions and CMAs, review Station Area Planning efforts to ensure they include pedestrian-oriented design standards</li> <li>Implement recommendations from the Regional Pedestrian Districts planning effort</li> </ul>	High	Medium – continue ongoing effort	MTC, CMAs & local jurisdictions MTC Planning			
4) <i>Think beyond the bike</i> Make paths of travel to fixed-route transit accessible	<ul style="list-style-type: none"> <li>MTC preparing a report that will profile demographic information and travel characteristics for Bay Area seniors, youth, disabled and low-income residents</li> <li>Taxi symposium in May 2005</li> <li>Marin County stakeholder meeting</li> </ul>	<ul style="list-style-type: none"> <li>Amend SRTP guidelines to include standards for operators to collect demographic information</li> </ul>	High	High	MTC & transit operators MTC Planning			
5) <i>Enhance local demographic information</i>	<ul style="list-style-type: none"> <li>Sponsor follow-up planning study and pilot programs to test innovative use of taxi services</li> </ul>	<ul style="list-style-type: none"> <li>Sponsor follow-up planning study and pilot programs to test innovative use of taxi services</li> </ul>	Medium	High	MTC, transit operators, taxi companies & social service agencies MTC Planning			
6) <i>Identify strategies for enhanced use of taxis</i>								

Transportation 2030 Calls to Action		Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Lifeline</b>						
1) <i>Finish what's been started</i> Complete Community-based Transportation Plans	<ul style="list-style-type: none"> <li>5 plans completed</li> <li>5 additional plans underway</li> <li>Leadership transitioned to CMAs</li> </ul>	<ul style="list-style-type: none"> <li>Complete CBTPs by 2007</li> <li>Seek additional funding for projects identified in CBTPs</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	CMAs & transit operators MTC Planning	
2) <i>Target new Lifeline funding</i>	<ul style="list-style-type: none"> <li>Lifeline transitioning to CMAs</li> <li>Guidelines for CMA programs</li> <li>Lifeline “bridge” funding to be allocated through CMAs</li> </ul>	<ul style="list-style-type: none"> <li>CMAs to program new Lifeline funds in 2006</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC & CMAs MTC Planning and P&A	
3) <i>Put local dollars to work</i> Ensure that strategies to address needs are included in local sales tax programs and other efforts	<ul style="list-style-type: none"> <li>Completed CBTPs identify needs</li> <li>CMAs to take ownership of CBTPs</li> <li>Lifeline “bridge” funding to be allocated through CMAs</li> </ul>	<ul style="list-style-type: none"> <li>Complete CBTPs by 2007</li> <li>Leverage funds in existing sales tax measures and encourage new measures to set aside funding for CBTP recommendations</li> <li>Encourage CMAs to engage with community stakeholders</li> </ul>	<b>Medium</b>	<b>High</b> – continue ongoing effort	CMAs & transit operators MTC Planning	
4) <i>Increase JARC funding</i>	<ul style="list-style-type: none"> <li>Included in Legislative Program</li> <li>House and Senate reauthorization bills would increase funding level</li> <li>Proposal to make JARC program formula-based under consideration by the Conference Committee</li> </ul>	<ul style="list-style-type: none"> <li>Little to do while discussions continue on reauthorization</li> </ul>	<b>High</b>	<b>Medium</b> – continue ongoing effort	MTC, local jurisdictions & social service agencies MTC LPA	
5) <i>Make the land-use connection</i>	<ul style="list-style-type: none"> <li>TOD policy includes incentive for “below-market” housing (50% bonus toward corridor threshold)</li> <li>HIP call for projects includes affordable housing incentives</li> <li>Evaluation criteria include consideration if TLC project is located in a community of concern</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that local agencies adopt local area plans that include policies for low-income housing, as required by TOD policy</li> <li>Monitor county HIP programs with respect to incentives</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, CMAs, local jurisdictions & transit operators MTC Planning	
6) <i>Identify strategies to increase access to autos</i>	<ul style="list-style-type: none"> <li>CBTP transportation solutions include auto-oriented strategies</li> <li>MTC supports SB 20 as amended; bill would extend California’s pilot Low-Cost Auto Insurance Program</li> <li>Literature review underway</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate existing programs nationwide</li> <li>Host a workshop or symposium to strategize about opportunities to improve access to autos</li> <li>Implement pilot project to improve access to autos</li> </ul>	<b>Medium</b>	<b>Medium</b>	MTC, CMAs	

Transportation 2030 Calls to Action		Achievements to Date		Work Still to Do		Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Bicycle &amp; Pedestrian</b>								
1) Routine accommodation	<ul style="list-style-type: none"> <li>MTC initiating study of implementation by Caltrans and local jurisdictions (summer 2005)</li> <li>RTIP funding policies reference routine accommodation</li> <li>TIP and RTIP web-based application includes checklist to screen for routine accommodation</li> <li>Senate reauthorization bill includes additional funding</li> <li>MTC helping TALC/EBBC implement \$20M RM2 Safe Routes to Transit Program</li> </ul>	<ul style="list-style-type: none"> <li>Complete study of routine accommodation and articulate next steps</li> </ul>	Medium	High – continue ongoing effort	MTC, CMAs & Caltrans MTC Planning and P&A			
2) Support Safe Routes to School	<ul style="list-style-type: none"> <li>Senators reauthorization bill includes additional funding</li> <li>MTC helping TALC/EBBC implement \$20M RM2 Safe Routes to Transit Program</li> </ul>	<ul style="list-style-type: none"> <li>Continue to support Caltrans' current Safe Routes to School Program</li> </ul>	High	Medium – continue ongoing effort	MTC & CMAs MTC Planning and LPA			
3) Increase sales tax funding for bicyclists and pedestrians	<ul style="list-style-type: none"> <li>Most new sales tax measures in 2004 included higher levels for bike/pedestrian projects</li> <li>Regional bike/pedestrian program provides credit for counties with substantial sales tax proceeds for bike/pedestrian projects</li> </ul>	<ul style="list-style-type: none"> <li>Encourage Solano and Napa counties to consider sales tax funding share for</li> </ul>	Medium	Low – little to do at this time	CMAs MTC Planning			
4) TLC for bicyclists and pedestrians	<ul style="list-style-type: none"> <li>Continues to be TLC eligible; several projects funded</li> <li>Many CMAs have indicated that local TLC funds will go to bike and pedestrian projects</li> </ul>	<ul style="list-style-type: none"> <li>Continue to monitor and assess what share of TLC funds are going to improvements serving cyclists and pedestrians</li> </ul>	Medium	Low – monitor ongoing effort	MTC & CMAs MTC Planning			
5) Develop more comprehensive data on walking and bicycling levels and safety	<ul style="list-style-type: none"> <li>MTC SafetyTAP program reviewed data collection and analysis by select jurisdictions</li> <li>Collision Analysis Task Force developing handbook</li> <li>MTC bicycle and pedestrian count program in operation for 4<sup>th</sup> year</li> <li>California Pedestrian Committee reviewing SWITRS reporting procedures</li> </ul>	<ul style="list-style-type: none"> <li>Outreach and education campaign in conjunction with release of the collision analysis handbook</li> </ul>	Medium	High – continue ongoing effort	MTC			

Transportation 2030 Calls to Action		Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Seamless Transit</b>						
1) Full TransLink® implementation	<ul style="list-style-type: none"> <li>Full roll out proceeding, slowly</li> </ul>	<ul style="list-style-type: none"> <li>Continue to support full roll out through completion</li> </ul>	High	High – continue ongoing effort	TransLink® Consortium MTC TCI	
2) Establish regional system of hubs	<ul style="list-style-type: none"> <li>Completed 1<sup>st</sup> Phase of Transit Connectivity study – identified key hubs</li> </ul>	<ul style="list-style-type: none"> <li>Complete Phase 2 of Transit Connectivity Study – confirm hubs; identify hub improvements, traveler information needs, and “last mile “ gaps; develop guidelines for regional way-finding signage</li> </ul>	High	High – continue ongoing effort	MTC & transit operators MTC Planning and TCI	
3) Improve customer information services	<ul style="list-style-type: none"> <li>First round of RM 2 real time transit information funding complete</li> <li>Real time information for Muni light rail available on 511</li> </ul>	<ul style="list-style-type: none"> <li>Develop implementation plan and identify funding for Connectivity Study recommendations</li> <li>Develop architecture for assembling real time transit information from operators in 511 and expand coverage</li> </ul>	Medium	High – Commission priority	Affected transit agencies BART, Caltrans & MTC for RM 2 Regional Rail study MTC Executive Office (Ann) & Planning	
4) Transit consolidation	<ul style="list-style-type: none"> <li>Commission direction to look at institutional and functional consolidation of existing and future commuter rail services in RM2 Regional Rail Plan</li> <li>East County consolidation study underway</li> <li>Solano County initiating consolidation discussion</li> </ul>	<ul style="list-style-type: none"> <li>RM2 Regional Rail Plan will assess rail operator governance issues (summer 2005)</li> <li>Develop and implement East County institutional and/or functional consolidation recommendations</li> <li>Support Solano County’s effort as appropriate</li> </ul>	Medium	High – Commission priority	Affected transit agencies BART, Caltrans & MTC for RM 2 Regional Rail study MTC Executive Office (Ann) & Planning	

Transportation 2030 Calls to Action		Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Land Use</b>						
1) <i>TOD Policy</i> Condition transit funds on supportive land use	<ul style="list-style-type: none"> <li>TOD study data and case studies on current and projected land uses around Res. 3434 stations</li> <li>TOD policy adopted summer 2005</li> </ul>	<ul style="list-style-type: none"> <li>Complete TOD study</li> <li>Continue work with transit operators, local jurisdictions on station area and corridor planning</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning	
2) <i>Provide more land use planning funds</i>	<ul style="list-style-type: none"> <li>TLC planning cycle in 2005</li> <li>\$2.5M pilot Station Area Plan funding program launch summer 3005 for select Res. 3434 projects</li> <li>T-PLUS funding to CMAs</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate and potentially expand future Station Planning program</li> <li>Evaluate first three years of T-PLUS program; consider renewal</li> </ul>	<b>High</b>	<b>High</b> - MTC, CMAs, transit operators, local agencies	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning	
3) <i>Create smarter suburbs</i>	<ul style="list-style-type: none"> <li>Several CMAs using T-PLUS program to look at land use beyond Res. 3434 extension corridors</li> <li>MTC, ABAG, STA and SACOG applied for grant to study concept along the I-80 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Identify funding source to direct some station area planning grants to suburban communities (e.g., eastern Contra Costa, Sonoma and Marin counties)</li> <li>Partner with CMAs to develop county-level TLC programs partly aimed at suburban communities</li> </ul>	<b>Medium</b>	<b>High</b> - MTC, CMAs, transit operators, local agencies	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning	
4) <i>Joint interregional planning projects</i>	<ul style="list-style-type: none"> <li>ABAG coordinating planning with Lake/Mendocino and San Joaquin</li> <li>Caltrans inter-regional study to look at southern (SR 156) gateway</li> <li>MTC, ABAG, STA and SACOG received grant to coordinate inter-regional smart growth efforts and assist STA and SACOG with inter-regional travel forecast effort</li> </ul>	<ul style="list-style-type: none"> <li>Complete current studies and identify next steps</li> </ul>	<b>Medium</b>	<b>High</b> – Commission priority	MTC, ABAG, MCOG, SJCOG, SACOG and affected CMAs MTC Planning	
5) <i>Monitor smart growth</i> Quantify progress	<ul style="list-style-type: none"> <li>ABAG/MTC agreement with FTA &amp; FHWA to monitor progress toward achieving Projections 05 policy forecasts</li> <li>JPC formed to further smart growth policies and monitor progress</li> <li>MTC reviewing survey data on travel patterns of persons living near transit</li> </ul>	<ul style="list-style-type: none"> <li>Work with FTA, FHWA and US EPA to develop an acceptable Smart Growth monitoring process for Projections 05</li> <li>Further research on travel behavior of TOD residents: literature review and scoping future studies to develop better information on why people choose to live in TODs</li> </ul>	<b>High</b>	<b>Medium</b> – continue ongoing effort	JPC MTC Planning	

Transportation 2030 Calls to Action		Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Safety</b>						
1) Complete seismic retrofit	<ul style="list-style-type: none"> <li>Toll bridge seismic retrofit complete for San Mateo-Hayward and Benicia-Martinez toll bridges. Underway for Bay Bridge and Richmond-San Rafael Bridge</li> <li>Approximately 70 local bridges identified as needing repairs</li> <li>AB 144 establishes financial plan for Bay Bridge East Span seismic project and transfers financial and oversight of state toll bridge seismic program to BATA.</li> <li>BART seismic bond</li> </ul>	<ul style="list-style-type: none"> <li>Assess seismic needs for Dumbarton and Antioch toll bridges</li> <li>All local bridge seismic needs expected to be met by the end of 2008</li> <li>Secure additional funding for BART system seismic retrofit</li> <li>Implement AB 144, including administration, contracting and financial transitions</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC & Caltrans MTC Executive Office, BHO & LPA	
2) Vehicle registration fee for safety and security	<ul style="list-style-type: none"> <li>Several counties pursuing their own fee increases for local traffic mitigation among other purposes (Marin, Napa, Alameda, Contra Costa, Santa Clara, San Mateo)</li> <li>Included in Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Discussion on region-wide fee not likely since fee is being pursued on county-by-county basis</li> </ul>	<b>Low</b> – regional fee <b>High</b> – county fees	<b>Low</b> – counties pursuing their own initiatives	MTC & CMAs MTC LPA	
3) Analyze traffic collision data	<ul style="list-style-type: none"> <li>Included in State of System but no regionwide, systematic approach</li> <li>MTC Task Force developing guidelines for local jurisdictions to conduct collision analysis</li> </ul>	<ul style="list-style-type: none"> <li>Develop a strategy and identify funding for regional collision analysis</li> </ul>	<b>Medium</b>	<b>Medium</b> – develop strategy	MTC, Caltrans, CHP and local jurisdictions MTC Planning & BHO	
4) Coordinate security efforts 5) Increase federal homeland security funding	<ul style="list-style-type: none"> <li>MTC working with Department of Homeland Security and local agencies to coordinate funding given to Bay Area operators</li> <li>FTA security assessments complete</li> <li>Transit operator security training</li> <li>Increased federal funding to urban areas and rail operators in fiscal years '03, '04 and '05.</li> <li>Included in Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Integrate regional transit security with overall urban security strategy</li> <li>Continue to advocate for more funding and direct funding by need instead of formula</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, California OHS & transit operators MTC Planning & BHO; LPA for funding	

Transportation 2030 Calls to Action		Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>HOT Lanes</b>						
1) <i>Try before we buy</i> 2) <i>Help from our friends</i>	<ul style="list-style-type: none"> <li>Alameda County CMA, VTA, Caltrans, CHP and MTC working on I-680 Smart Carpool Lane implementation – 2009 start-up.</li> <li>Alameda CMA conducting initial studies to assess feasibility in I-580 corridor for second authorized demonstration project</li> <li>VTA completed 1<sup>st</sup> phase of countywide HOT lanes – priority of SR 85 and US 101</li> </ul>	<ul style="list-style-type: none"> <li>Develop design, communications plan, concept of operations for I-680 Smart Carpool Lane. Complete environmental review.</li> <li>VTA to complete implementation and environmental studies for two demonstration projects in Santa Clara County</li> <li>MTC to initiate 1<sup>st</sup> phase of regional HOT lane analysis later this year – co-sponsored and funded by Caltrans</li> <li>Refine designs for local HOT lanes based on experience in Minneapolis</li> </ul>	High	High – continue ongoing effort	MTC, Caltrans & CMAS MTC Planning	
3) <i>HOT legislation</i>	<ul style="list-style-type: none"> <li>Likely that feds will allow more HOT lanes on interstates through reauthorization</li> <li>State legislative initiatives would broaden authority to implement HOT lanes</li> <li>Included in Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Monitor state and federal legislative efforts</li> </ul>	Medium	High – continue ongoing effort	MTC & CMAS MTC LPA	

Transportation 2030 Calls to Action		Achievements to Date		Work Still to Do		Chance of Success		Resulting Regional Priority		Lead Partnership Role/ MTC Section	
<b>Resolution 3434</b>											
1) <i>TOD Policy</i> Condition transit expansion funds on land use		<ul style="list-style-type: none"> <li>TOD policy adopted summer 2005 conditions Res. 3434 expansion projects on planning for supportive land uses</li> </ul>		<ul style="list-style-type: none"> <li>Continue to work with transit operators and local jurisdictions in station area planning efforts and corridor planning</li> </ul>		High		High – continue ongoing effort		MTC, ABAG, CMAs, transit operators, local agencies MTC Planning	
2) <i>Robust earmarks</i>		<ul style="list-style-type: none"> <li>Working with legislative delegation</li> <li>In MTC's legislative program</li> </ul>		<ul style="list-style-type: none"> <li>Continue to support earmark requests in annual appropriations cycles</li> </ul>		High		High – continue ongoing effort		MTC & transit operators PLA & P&A	
3) <i>Support Prop 42 retention</i>		<ul style="list-style-type: none"> <li>Governor's proposed \$1.3 billion in fiscal year 05-06 first step in right direction</li> <li>Various legislative fixes in the works – requires constitutional amendment</li> <li>Included in MTC's Legislative Program</li> </ul>		<ul style="list-style-type: none"> <li>Secure payback for funds borrowed in prior fiscal years</li> <li>Enact legislation to prevent future suspension</li> </ul>		Medium		High – continue legislative program priority		Partnership Leg Committee MTC LPA	
4) <i>Support sale tax passage</i>		<ul style="list-style-type: none"> <li>Seven of nine counties have local sales tax programs in place.</li> <li>Napa and Solano considering new sales tax measures; neither county has Resolution 3434 project funding needs</li> </ul>		<ul style="list-style-type: none"> <li>None identified at this time</li> </ul>		N/A		Low – not much for MTC to do at this time		Solano and Napa CMAs MTC Planning P&A	
5) <i>Support High Speed Rail (HSR)</i>		<ul style="list-style-type: none"> <li>Bond measure likely moved to 2008</li> </ul>		<ul style="list-style-type: none"> <li>MTC to conduct Regional Rail Plan that will update Statewide HSR ridership/revenue model and define promising Central Valley/Bay Area HSR alignments</li> </ul>		Medium		Medium – continue ongoing effort		MTC, BART, Caltrain, CHSRA, transit agencies, CMAs MTC Planning	

Transportation 2030 Calls to Action		Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Goods Movement</b>						
1) I-880 corridor improvements	<ul style="list-style-type: none"> <li>ITS earmark sought for I-880/580 corridors</li> </ul>	<ul style="list-style-type: none"> <li>Work with federal agencies and local federal delegation on ITS funding opportunities in I-880 corridor</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, ACCMA, Port of Oakland, Partnership MTC Planning	
2) Maritime projects Improve port access	<ul style="list-style-type: none"> <li>I-880 interchanges included in Projects of National/Regional Significance</li> </ul>	<ul style="list-style-type: none"> <li>Work with Port of Oakland and San Joaquin COG on short-haul railroad implementation plan in I-580 corridor</li> </ul>				
3) Options to expand capacity in I-580	<ul style="list-style-type: none"> <li>I-880 and I-580 improvements Included in BTH Goods Movement Action plan</li> <li>I-580 Truck climbing lanes now part of Resolution No. 3434 freeway improvement package</li> <li>Earmark requested for inland rail shuttle in I-580 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with BTH on state Goods Movement Action Plan prioritization and funding strategies</li> <li>Advocate for Bay Area projects in SB 1024</li> <li>Work with West Coast Corridor Coalition to take advantage of new programs and flexibility in reauthorization</li> <li>Establish local Freight Advisory Board to address various goods movement issues</li> </ul>				
4) Develop land use strategies Preserve land for freight-related uses	<ul style="list-style-type: none"> <li>Raised topic in local and statewide discussions</li> </ul>	<ul style="list-style-type: none"> <li>Work with ABAG and consultant to identify freight-critical land uses that should be preserved</li> <li>Work with local agencies to coordinate truck route planning</li> <li>Assess how local ordinances impact night/off-peak deliveries</li> </ul>	<b>Medium</b>	<b>High</b> – develop work plan	MTC, ABAG, Port of Oakland, local jurisdictions MTC Planning	

## Key to Acronyms and Abbreviations

ABAG	Association of Bay Area Governments	MTC P&A	MTC Programming and Allocations section
BAAQMD	Bay Area Air Quality Management District	MTC Planning	MTC Planning section
BART	Bay Area Rapid Transit District	MTC TCI	MTC Transit Coordination and Information
BTH	Business, Transportation & Housing Agency	Partnership Leg Committee	Partnership Legislation Committee
CARB	California Air Resources Board	Partnership LS&R	Partnership Local Streets and Roads Committee
CBTP	Community Based Transportation Plan	PTAC	Partnership Technical Advisory Committee
CHP	California Highway Patrol	RTIP	Regional Transportation Improvement Program
CHSRA	California High Speed Rail Authority	RM 2	Regional Measure 2
CMAAs	Congestion management agencies	SACOG	Sacramento Area Council of Governments
CMAQ	Congestion Mitigation and Air Quality Improvement Program	SJCOG	San Joaquin Council of Governments
FHWA	Federal Highway Administration	STA	Solano Transportation Authority
FTA	Federal Transit Administration	STIP	State Highway Improvement Program
HIP	Housing Incentive program	STP	Surface Transportation Program
ITS	Intelligent Transportation Systems	SHOPP	State Highway Operations and Protection Program
JPC	Joint Policy Committee	TLC	Transportation for Livable Communities program
MCOG	Mendocino Council of Governments	T-PLUS	Transportation Planning and Land Use Solutions program
MTC BHO	MTC Bridge and Highway Operations section	TOD	Transit oriented development
MTC LPA	MTC Legislation and Public Affairs section	VTA	Valley Transportation Authority





DATE: September 15, 2005  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: Countywide TLC Planning Grants for FY 2005-06

**Background:**

The STA Board issued a call for projects for Countywide Transportation for Livable Communities (TLC) planning grant applications on December 8, 2004. The TLC planning grants are part of the STA's effort to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The Countywide TLC goal is to provide funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

The Countywide TLC Planning grant program originally was designed to accommodate a total of \$50,000 in planning grants over a two-year period. However, staff has identified an additional \$75,000 for a total of \$125,000 of federal TLC planning funds available to allocate for FY 2005-06 (this includes carryover funds from FY 2003-04 and FY 2004-05). The total amount of funds available for TLC Planning grants was confirmed as part of the FY 2005-06 STA budget at the STA Board meeting on June 8, 2005.

STA has received five TLC planning grant applications submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville for a total requested amount of \$215,000. All projects submitted are consistent with the Solano Countywide TLC Plan and each provides a local match of at least 20% in other funding or in-kind staff hours. TLC project sponsors provided an overview of their projects to the Alternative Modes Committee at their May 26th meeting. The Alternative Modes Committee directed STA staff to complete an evaluation of the projects and provide the committee with a recommendation for further discussion. Recently, Suisun City was successful in obtaining a separate source of funding to complete their project and subsequently withdrew their application (see Attachment A). This left four applications for funding considerations.

**Discussion:**

STA staff developed a TLC Planning Grant evaluation form (see Attachment B) based on evaluation guidelines adopted by the STA Board on December 8, 2004. The evaluation form was initially reviewed and commented on by planning staff that included Brigitta Corsello (Solano County Resource Management Director), Brian Miller (City of Fairfield Planning and Redevelopment), and Gerry Raycraft (Suisun City Planning and Redevelopment), and was forwarded to the Solano County Planning Directors Group for further comments.

STA staff finalized the evaluation forms based on input received and sent it to an impartial panel of evaluators consisting of planning staff from the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District (BAAQMD), and the Yolo Solano Air Quality Management District (YSAQMD). The following is a brief summary of their evaluation results:

Project Sponsor	Project Title	Total Points	Rank	Grant Request	Recommendation
Fairfield	Alan Witt Park Transportation Linkage Design Project	99	1	\$50,000	\$50,000
Vacaville	Vacaville Creekwalk Extension/Eastern Downtown Vision	98	2	\$25,000	\$25,000
Rio Vista	Rio Vista Waterfront Plan	73	3	\$50,000	\$50,000
Benicia	Benicia Intermodal Transportation Station Final Location Study Project	56	4	\$40,000	-----
			<b>Total</b>	<b>\$165,000</b>	<b>\$125,000</b>

The evaluators agreed Fairfield, Vacaville, and Rio Vista submittals had the strongest TLC components and awarded them the most points. While they all agreed Benicia's project was an important project with potential for TLC related activities, they scored Benicia's project with the least points due to the lack of a housing component and a station location. The evaluators also agreed that the TLC planning funds might have been a better fit to plan for improvements around the Benicia train station if a location was already determined instead of using the planning funds to determine the location of the train station.

This item is also scheduled to be discussed with a recommendation made at the September 22<sup>nd</sup> Alternative Modes Committee meeting. STA staff will provide an update of the recommendation and comments made by the committee.

**Recommendation:**

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

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

**Attachments:**

- A. Suisun City Project Withdrawal Letter
- B. Countywide TLC Evaluation Form
- C. FY 2005-06 TLC Planning Application Summaries

JUN 30 2005

## CITY COUNCIL

CITY COUNCIL MEETING

James P. Spering, Mayor  
 Pedro "Pete" M. Sanchez, Mayor Pro-Tem  
 Jane Day  
 Sam Derting  
 Michael A. Segala

First and Third Tuesday  
 Every Month



## CITY OF SUISUN CITY

701 Civic Center Blvd.  
 Suisun City, California 94585

Incorporated October 9, 1868  
 June 28, 2005

Mr. Robert Guerrero  
 Associate Planner  
 Solano Transportation Authority  
 One Harbor Center; Suite 130  
 Suisun City, CA 94585

Dear Mr. Guerrero:

The City of Suisun City formally is withdrawing its application for Transportation for Livable Communities Design Planning funds. The application was for \$50,000 over a 2-year period for the planning of a Pedestrian/Bicycle path along the SR-12 frontage and the downtown off-ramp, from Marina Boulevard to the Transit Center. As you know, we have identified another source of funding for this planning activity.

An integral part of this important transportation improvement, however, is its integration with the Transit Center itself, and its connectivity with the City of Fairfield and the Solano County Government Center. Accordingly, we are hopeful for a future planning grant and possibly construction funds for these system components. In the meantime we will proceed with the planning of the facility between Marina Boulevard and the Transit Center.

As always, thank you for your help and cooperation.

Sincerely

Gerald E. Raycraft  
 Interim Community Development Director

cc: Sharon Wippem, Assistant Planner  
 Gary Cullen, Public Works Director  
 Nick Lozano, Associate Engineer

DEPARTMENTS: AREA CODE (707)

ADMINISTRATION 421-7300 ■ PLANNING 421-7335 ■ BUILDING 421-7310 ■ FINANCE 421-7320  
 FIRE 425-9133 ■ RECREATION & COMMUNITY SERVICES 421-7200 ■ POLICE 421-7373 ■ PUBLIC WORKS 421-7340  
 REDEVELOPMENT AGENCY 421-7309 FAX 421-7366





**Countywide Transportation for Livable Communities  
Community Design Planning Program Evaluation Criteria**

## **Draft Countywide Transportation for Livable Communities (TLC) Community Design Planning Program Evaluation Criteria**

**Program Purpose:** To provide planning funds to local governments, transportation agencies, and community-based organizations for exploring innovative design concepts and plans that relieve congestion by alternative modes of transportation through an inclusive, community-based planning process consistent with the Metropolitan Transportation Commission's (MTC) and the Solano Transportation Authority's (STA) Transportation for Livable Communities (TLC) program.

**Total Available Funds:** \$125,000

**Maximum Planning Grant Allocation Per Application:** \$50,000

### **TLC Goals**

#### **Support community-based transportation planning projects that:**

1. Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, community-based organizations and community stakeholders, and outreach to a broad range of participants.
2. Improve a range of transportation choices by adding or improving pedestrian, transit, and/or bicycle facilities, and by improving the links between these facilities and activity nodes.
3. Support well-designed, high-density housing and mixed-use developments that are well served by transit, or will help build the capacity for future transit investment and use.
4. Support a community's infill or transit-oriented development and neighborhood revitalization activities, goals, and policies.
5. Enhance a community's sense of place and quality of life.

Evaluator: _____
Total Points Awarded: _____

Project: \_\_\_\_\_

Project Sponsor: \_\_\_\_\_

Planning Fund Request: \_\_\_\_\_

Total Project Cost: \_\_\_\_\_

Local Match: \_\_\_\_\_ Percentage of Local Match: \_\_\_\_\_

**Proposal primarily focuses on one or more of the following:**

- Bicycle Facilities
- Pedestrian Facilities
- Smart Growth/Infill/Land Use Planning

**1. Study Need (Total Points: 4)**

	<b>Yes</b>	<b>Score</b>
I. Does the planning proposal include an issue statement that clearly identifies the purpose and need of the planning project along with the desired outcomes?	Yes	2
	No	0
II. Does the planning proposal pertain to a defined physical location?	Yes	1
	No	0
III. Does the planning proposal pertain to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit, attained by improving walkability and pedestrian safety with traffic calming, transit access, and bicycling path improvements, including the closure of gaps?	Yes	1
	No	0

Countywide TLC Community Design Planning Program

**2. TLC Program Goals (Total Points: 4)**

		<b>Score</b>
Does the planning proposal address one or more of the TLC program goals and demonstrates how well the goals are met (refer to TLC goals in previous page)?	<b>High:</b> Applicant provides clear and concise information on how the project demonstrates how well one or more TLC Program Goals are met.	4
	<b>Med:</b> Application infers how the planning project will address the TLC Goals, but does not clearly demonstrate how this will be accomplished.	2
	<b>Low:</b> Applicant does not address the TLC program goals in the application.	0

**3. Project Scope (Total Points: 5)**

		<b>Score</b>
I. Does the planning proposal describe a collaborative planning process by identifying:		
I.A. Community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations nonprofits, community-based organization, etc), local governmental agency, and the transit operator that will be involved and their roles?	Yes	1
	No	0
I.B. Outreach strategy to solicit input from a broad range of participants?	Yes	1
	No	0
II. Does the planning proposal describe how the intended project outcomes including one or more of the following:		
II.A. Community stakeholder participation and support?	Yes	1
	No	0
II.B. Plans for providing congestion relief through improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use?	Yes	1
	No	0
III.C. Plans for providing congestion relief through the development of higher density housing and mixed-use development near existing or planned transit infrastructure?	Yes	1
	No	0

Countywide TLC Community Design Planning Program

**4. Project Administration (Total Points: 3)**

		<b>Score</b>
I. Does the planning program clearly identify a specific work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process?	Yes	1
	No	0
II. Does the planning proposal indicate if it will be completed within 2 years?	Yes	1
	No	0
III. Does the project sponsor commit to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible?	Yes	1
	No	0

**5. Solano Comprehensive Transportation Plan (Total Points: 5)**

		<b>Score</b>
Is the planning project an adopted TLC candidate project identified in the STA's Comprehensive Transportation Plan (CTP)? And/or does the applicant reference the STA's Countywide Pedestrian Plan and/or Countywide Bicycle Plan for pedestrian and bicycle friendly design concepts for consideration in their TLC Candidate project scope. The Pedestrian and Bicycle Plan are part of the CTP's Alternative Modes Element.	Yes	5
	No	0

**(STA staff determined)**

**Additional Factors (Total Points: 18)**

**Score**

**I. Project Innovation:**

To what degree does the project demonstrate innovation in project scope and design? How is this project more unique in scope and type than other candidate projects?

**High:** Project addresses design and scope of work thoroughly through innovative methods that have traditionally not been done, created or experienced in Solano County.

2

**Med:** Project attempts to address at least one area of design and/or scope of work through innovative methods that have traditionally not been done, created or experienced in Solano County.

1

**Low:** Project's design and scope of work are limited and is proposed to be completed by traditional methods.

0

**II. Community**

**Outreach:** Does the project demonstrate an affective public outreach to the community? (*Focus on project proposed, not just on the quality of the proposal*)

**High:** Project sponsor thoroughly describes effective methods to solicit input from the community (e.g. specifies number of meetings planned, list of potential groups to participate in the study, advertising techniques planned for the public input, etc.)

2

**Med:** Project sponsor generally describes methods to include public input.

1

**Low:** No description of community outreach efforts for the planning project

0

**III. Land Use/**

**Transportation Links:**

To what degree does the project provide congestion relief through support of building higher density housing and mixed uses developments, connectivity particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/ corridors?

**High:** Project, as a whole, encourages and supports higher density housing, mixed use developments, or connectivity to downtowns commercial cores, neighborhoods, and/or transit stops/ corridors

10

**Med:** Project, in part, includes higher density housing, mixed use developments, or connectivity to downtowns commercial cores, neighborhoods, and/or transit stops/ corridors.

5

**Low:** Project does not include new higher density housing, mixed use developments, or connectivity to downtowns, commercial cores, neighborhoods, and/or transit stops/ corridors.

0

Countywide TLC Community Design Planning Program

**IV. Low-income**

**Community:** Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?

**High:** Application clearly defines how the project benefits a low-income community. 2

**Med:** Application references benefits to low-income community but does not provide details. 1

**Low:** Project does not benefit a low-income community. 0

**V. Local Match:** To what degree is the local match/ in-kind match offered as part of the proposed project's total cost?

**High:** Project sponsor provides a local match and/or in-kind services greater than 41%. 2

**Med:** Project sponsor provides a local match and/or in-kind services between 21%-40%. 1

**Low:** Project sponsor provides 20% match or less in local or. 0



**Summary for Countywide TLC Planning Grant Requests  
FY 2005-06**

Project Title	Project Description	Project Sponsor	Total Planning Project Cost	Local Match	Local Match Source	TLC Planning Grant Request	City Resolution Submitted to the STA
Benicia Intermodal Transportation Station Final Location Study Project	Determine a location for the Benicia Capitol Corridor Train station/Intermodal Transportation Station site in addition to a preferred location previously identified.	City of Benicia	\$ 50,000	\$10,000	City General Fund	\$40,000	Yes
Allan Witt Park Transportation Linkage Design Project	Plan development to improve pedestrian, bicycle and transit linkages, as well as forge strategic links between transit nodes and activity hubs in a vital city gateway area. The plan will provide a clear design for West Texas St., Woolner Ave., and Beck Ave. that will reduce traffic congestion; encourage pedestrian and bicycle use; and will improve walkability, pedestrian safety, and transit access from Allan Witt Community Park to area retail stores, nearby schools, FTC, and Downtown.	City of Fairfield	\$ 60,000	\$10,000	In-Kind Staff Hours	\$50,000	Yes
Rio Vista Waterfront Plan	Specific Plan for redevelopment of the downtown waterfront district. The plan will address public access and development potential of the downtown waterfront, provide for specific land use, zoning and development standards or a financing program for implementing the plan.	City of Rio Vista	\$ 125,000	\$75,000	Redevelopment Funds	\$50,000	Yes
Transit Center Pedestrian Access	Pedestrian/bicycle path connection to a largely residential area of Suisun City and the Downtown	City of Suisun	\$ 100,000	\$40,000	Redevelopment Agency	\$50,000	Yes
Vacaville Creekwalk Extension/Eastern	Project will provide pedestrian, bicycle, and vehicle connections between recreation, retail, restaurant,	City of Vacaville	\$ 35,567	\$6,200	In-Kind Staff Hours Community Redevelopment Area Tax Increment Funds In-Kind Staff Hours	\$25,000	Yes
<b>Total Planning Grant Request:</b>						<b>\$215,000</b>	

<sup>1</sup>Suisun City was successful in attaining a separate grant and therefore withdrew their application.





DATE: September 16, 2005  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update – September 2005 and STA’s Draft 2006 Legislative Priorities and Platform

**Background:**

Each year, STA staff monitors state and 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:**

The last day for any bill to pass in the State Legislature was September 9. The Interim Study Recess is now in progress, and October 9 is the last day for the Governor to either sign or veto bills passed by the Legislature. A current Legislative Matrix is included as Attachment A.

To help ensure the STA’s transportation policies and priorities are consensus-based, the STA’s Legislative Platform and Priorities is first developed in a draft form and then distributed to member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff proposes that the STA TAC, Transit Consortium and Board review the attached Draft 2006 Legislative Platform and Priorities and distribute for review and comment in October, and then agendize for STA Board adoption in December. Recommended additions have been noted in **bold** and recommended deletions with a ~~strikethrough~~.

**Recommendation:**

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

Attachments:

- A. Legislative Matrix, September 2005
- B. STA’s Draft 2006 Legislative Priorities and Platform



**Solano Transportation Authority  
Legislative Matrix  
September, 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)	To enrollment 9/8/05	Watch 09/14/05
AB 1266 (Niello) State highways: design- sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations, held under submission 5/25/05	Support 06/08/05
AB 1623 (Klehs) County vehicle registration fee: Alameda, Contra Costa, Marin, Napa and Sacramento	Authorizes the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, and the Sacramento Transportation Authority to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion and the mitigation of the environmental impacts of motor vehicles within that county. Specifies that only environmental programs that directly relate to the impacts of motor vehicles are eligible for funding. (Amended 6/28/05)	To enrollment 9/8/05	Watch 09/14/05

State Legislation Bill/Author	Subject	Status	STA Position
ACA 4 (Plescia and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Comm. on Transportation 5/10/05	Support 02/09/05
ACA 7 (Nation) Local Gov. Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations ref. to APR suspense file 5/18/05	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 read third time, refused passage. Motion to reconsider on next leg day 9/8/05	Request comments from cities & counties 05/11/05
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	ASM Committee on Transportation 6/13/05	Watch 05/11/05

State Legislation Bill/Author	Subject	Status	STA Position
SB 371 (Torlakson/Runner) Design-build contracts: transportation entities	Would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects.	SEN Appropriations, held under submission 5/26/05	Support 07/13/05
SB 658 (Kuehl) Bay & coastal motor vehicle mitigation program	Would make available a coordinated state-local funding option for addressing a range of environmental problems resulting from motor vehicles and their associated infrastructure in coastal and bay counties. Authorizes the Coastal Environment Motor Vehicle Mitigation Program, administered by both the state and participating counties, which would enable counties to opt into a dedicated funding source to support appropriate projects. Motor vehicle registration fee of up to \$6/year would be collected only in counties where the Board of Supervisors votes to participate in the program. Funds could only be used for projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure. Program would sunset in 2020.	Enrolled 9/15/05; to Governor	Watch 09/14/05
SB 680 (Simitian) Santa Clara County vehicle registration fees	Authorizes the Santa Clara Valley Transportation Authority (VTA) board of directors, beginning July 1, 2006, to impose (by a 2/3 vote) an annual fee of up to \$5 on each motor vehicle registered within Santa Clara County. Fee would terminate July 1, 2014. Revenues generated by the fee would go towards a program of projects to be adopted by the VTA that would be based on street and highway improvement projects specified in the county's congestion management program and transit improvements specified in the Caltrain Joint Powers Board Rapid Rail Program. Requires VTA to provide a report to the Legislature on the impact of the fee and its cost-effectiveness by July 1, 2013. (Amended 4/12/05)	Received from the Assembly 9/15/05	Watch 09/14/05
SB 705 (Runner) Design Build Contracts	Would authorize the Dept. of Transp. to contract using the design-build process, as defined, for design and construction of transportation projects. Bill would require establishing a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (4/19/05 hearing cancelled at request of author)	Support in Concept 06/08/05
SB 1024 (Perata) Seismic Retrofit Improvements: Bond Measure	This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.	SEN read third time; amended; to third reading 9/8/05	Watch 05/11/05

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

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

**Solano Transportation Authority**  
**DRAFT 2006 Legislative Priorities and Platform**

**LEGISLATIVE PRIORITIES**

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County, such as SB 1024, Seismic Retrofit Bond Act.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
  - a. I-80/I-680/SR 12 Interchange \*
    - I-80 HOV Lane
    - North Connector
    - Cordelia Truck Scales
  - b. Jepson Parkway Project\*
  - c. Vallejo Intermodal Station\*
  - d. Vallejo Baylink Ferry Service
  - e. Fairfield/Vacaville Intermodal Station\*
  - f. Capitol Corridor Rail Service and track improvements throughout Solano County
  - g. ~~Inter-city transit~~
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge or modify MTC and ABAG governing boards and their respective responsibilities.
6. Monitor and support legislation increasing the percentage of STIP funds from 1% to 5% to be used for project development activities associated with Planning, Programming and Monitoring (PPM).
- 6.7. Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and ~~oppose efforts to divert~~

## DRAFT 20065 STA LEGISLATIVE PRIORITIES AND PLATFORM

~~RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.~~ **monitor RM 2 clean-up legislation to ensure Solano County's priorities and representation are maintained.**

8. ~~7.~~—Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.
9. **Support federal and state legislation that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales)**

*\* Federal Priority Projects*

### ***I. Air Quality***

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

## **DRAFT 20065 STA LEGISLATIVE PRIORITIES AND PLATFORM**

- 7.6.** Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
- 7.** ~~8.~~—Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
- 9.8.** Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
- 10.9.** Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

### ***II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)***

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

### ***III. Congestion Management***

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

### ***IV. Employee Relations***

- 1.** Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between

## DRAFT 20065 STA LEGISLATIVE PRIORITIES AND PLATFORM

the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

### ***V. Funding***

- ~~X.1.~~ Protect Solano County's statutory portions of the state highway and transit funding programs.
- ~~XI.2.~~ Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
- ~~XII.3.~~ Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
- ~~XIII.4.~~ Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
- ~~XIV.5.~~ Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
- ~~XV.6.~~ Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
- ~~XVI.7.~~ Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
- ~~XVII.8.~~ Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.

## DRAFT 2006~~5~~ STA LEGISLATIVE PRIORITIES AND PLATFORM

- ~~XVIII.9.~~ Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support efforts to pass a new federal transportation reauthorization bill that maintains the funding categories and flexibility of SAFETEA 21, provides a higher level of overall transportation funding, and provides a fair share return of funding for California.
  11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
  12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
  13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
  14. Monitor the distribution of state transportation demand management funding.
  - ~~15.~~ Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.
  16. **Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.**

### *VI. Liability*

## **DRAFT 20065 STA LEGISLATIVE PRIORITIES AND PLATFORM**

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

### ***VII. Paratransit***

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

### ***VIII. Project Delivery***

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- ~~III.3.~~ 3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

### ***IX Rail***

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.

## **DRAFT 20065 STA LEGISLATIVE PRIORITIES AND PLATFORM**

2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2006 ballot.

### ***X-VIII. Ferry***

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

### ***XI. Safety***

## **DRAFT 20065 STA LEGISLATIVE PRIORITIES AND PLATFORM**

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

### ***XII. Transit***

1. **Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.**
2. **Support an income tax credit to employers for subsidizing employee transit passes.**
3. **Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.**
4. **In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.**
5. **Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.**
6. **Support efforts to change Title 23 restrictions pertaining to use of bridge toll revenues for federalized bridges for transit operations.**
7. **In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.**



DATE: September 19, 2005  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: Solano County Bicycle and Pedestrian Program Funds

**Background:**

The Solano County Bicycle and Pedestrian Program (SCBPP) consists of Transportation Development Act (TDA) Article 3 and MTC County Bicycle/Pedestrian Program funds. A total of \$2.3 million in combined TDA Article 3 and MTC County Bicycle/Pedestrian Program Funds are expected over the next three fiscal years (FY 2006-07 to FY 2008-09).

**TDA Article 3**

Transportation Development Act (TDA) funding is generated by a ¼-cent tax on retail sales collected in California's 58 counties. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g. Solano Transportation Authority). Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle *and* pedestrian projects. Although the exact amount fluctuates every year, Solano County has generally received about \$250,000 to \$270,000 annually in the past. The Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency for the Bay Area, estimates the TDA Article 3 funding will increase to an average of about \$319,000 over the next three fiscal years for a total of about \$950,000 estimated to be available from FY 2006-07 to FY 2008-09.

**MTC County Bicycle/Pedestrian Program**

MTC allocated \$200 million toward bicycle and pedestrian related improvements over 25 years as part of the Transportation 2030 Plan. As part of that commitment, MTC developed a County Bicycle/Pedestrian Program consisting of \$24 million to be administered by each county congestion management agency (e.g. Solano Transportation Authority) based on population in FY 2007-08 and FY 2008-09. Solano County has approximately 6% of the Bay Area region's population and therefore anticipates receiving approximately \$1,395,835 out of the \$24 million.

**Discussion:**

For the last seven months or more, the STA's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC), with input from the STA's Technical Advisory Committee members, have worked to develop draft guidelines to assist them in making recommendations for SCBPP funds. The current draft guidelines are attached for your review.

A fundamental policy decision will need to be made to complete the program's guidelines. The BAC and PAC each have a countywide planning document (i.e. Countywide Bicycle Plan and Countywide Pedestrian Plan) that includes projects related to bicycle and pedestrian facility improvements. Based upon the needs identified in each plan, staff has determined that the overall funding need for projects primarily benefiting bicyclists or pedestrians is approximately 2/3 bicycle and 1/3 pedestrian. Therefore, staff recommends that bicycle and pedestrian funding be consistent and allocated according to the needs identified. Staff further recommends that the total anticipated funds be split into the following approximate amounts:

Total Solano County Bicycle and Pedestrian Program Funds Anticipated over the next 3 years: \$2.3 million

Funding for Bicycle Facilities (2/3 split): \$1.5 million  
Funding for Pedestrian Facilities (1/3 split): \$800,000

For multi-use projects, the PAC and/or BAC would review and recommend what the approximate usage of benefit the projects have to bicyclists or pedestrians based on the best data available, and maintain the proposed 2/3-1/3 split. Staff will continue to work with the BAC, PAC, TAC, and Alternative Modes Committee to refine the SCBPP Guidelines and make a recommendation to the STA Board. Our goal is to have the final draft guidelines completed and ready for the TAC to review and approve by December 2005 and the January 2006 STA Board, in time for the FY 2006-07 TDA Article 3 cycle.

This item is also scheduled to be discussed with a recommendation made at the September 22<sup>nd</sup> Alternative Modes Committee meeting. STA staff will provide an update of the recommendation and comments made by the committee.

**Recommendation:**

Forward a recommendation to the STA Board to allocate Solano County Bicycle and Pedestrian Program funding based on a funding split of 1/3 to pedestrian-related projects and 2/3 to bicycle-related projects.

**Attachment:**

- A. Draft Solano Bicycle and Pedestrian Program (SBPP) Fund Guidelines

## Proposed Solano County Bicycle and Pedestrian Program Fund Guidelines (9-15-05)

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1. The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) shall each establish a 3-year Implementation Plan that consists of priority projects identified in the Solano Countywide Bicycle Plan and the Countywide Pedestrian Plan for purposes of allocating Solano County Bicycle and Pedestrian Program (SCBPP) funds. The STA's Technical Advisory Committee and Alternative Modes Committee shall also review and make a recommendation on the 3-year Plan and any subsequent amendments before the plan is submitted to the STA Board for approval.
2. Eligible projects for the 3-year Implementation Plan shall be based on criteria recommended by the BAC and PAC and approved by the STA Board. The 3-year Plan will be prioritized by the following tiers:
  - Tier 1 – Projects in the Countywide Bicycle Plan and Countywide Pedestrian Plan deemed to be top priority based on approved criteria (to be developed in the fall and winter 2005 by the BAC and PAC and recommended for Board approval upon completion).
  - Tier 2 – The next level of priority projects listed in the Countywide Bicycle Plan and Countywide Pedestrian Plan (to be prioritized in the fall and winter 2005 by the BAC and PAC and recommended for Board approval upon completion).
3. The 3-year Implementation Plan will function as a guide for SCBPP Fund recommendations and will be flexible to the funding needs of STA member agencies. Project sponsors will be requested to provide annual project updates to the BAC and PAC for projects identified in the 3-year Implementation Plan.
4. Each year, preferably during the months of December or January, BAC and PAC shall confirm their top priority projects for the next 3 years of SCBPP funding.
5. The BAC and PAC will meet jointly to develop their recommendations for the Solano Transportation Authority (STA) Board of Directors to allocate SCBPP funds. SCBPP funds will be allocated generally 1/3 to primarily pedestrian-oriented projects and 2/3 to primarily bicycle-oriented projects. Not more than 25 percent shall be recommended per year for Tier 2 projects. The PAC and BAC are under no obligation to recommend allocation of all available SBPP funding on a yearly basis.
  - Project sponsors will submit an application for bicycle and pedestrian funding which demonstrates the types of users and primary benefits of their project. Daily and annual average counts for bicycle and pedestrian usage will be included (possibly criteria instead of guideline).

- STA member agencies that have adopted both the Countywide Bicycle Plan and the Countywide Pedestrian Plan will be given preference when allocating SCBPP Funds (possibly criteria instead of guideline).
- 6 The 3-year Implementation Plan will be updated annually to include new projects or revisions to current projects identified in the plan. Amendments to the 3-year Plan must be approved by the project sponsors, the BAC and the PAC before sending a recommendation to the STA Board for their adoption.



DATE: September 16, 2005  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Marketing Consultant Services for STA, SolanoLinks, and SNCI  
Marketing Plan 2006-2007 (Phase II)

**Background:**

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoLinks Transit program, and the Solano Napa Commuter Information (SNCI) Program. The STA strives to inform the public about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, polling, community events and the media.

The STA also coordinates the marketing of SolanoLinks intercity transit services countywide. This effort has included the development and updating of the SolanoLinks brochure, wall maps, production of SolanoLinks bus passholders, a recent bus wrap, and other activities.

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

**Discussion:**

The STA has retained a consultant, Moore Iacofano Goltsman (MIG), for the past three years to assist in this effort. Earlier this year, the STA Board approved a budget amendment and a time extension through December 2005 for MIG's marketing services.

Staff has scheduled the next major marketing effort (Phase II) to begin in January 2006. MIG assisted in the development of a draft outline for the marketing plan (Phase II). Once approved by the STA Board, the marketing plan will be used to develop a Request for Proposals (RFP) to advertise for the future marketing consultant. The selection of the marketing consultant will be presented to both the Consortium and TAC for their review in November prior to consideration by the STA Board at their December meeting.

Phase II is a two-year marketing plan for the STA as a whole and for STA managed programs including SolanoLinks, Solano Paratransit, and SNCI. The goal is to increase public awareness and to inform the public about the STA and these programs. Existing strategies will be reviewed and new marketing methods will be developed and implemented. This is a particularly advantageous time to promote alternative modes of transportation due to the recent rapid increase in gasoline prices.

**Fiscal Impact:**

Funding for marketing consultant services is included in the approved FY 2005-06 STA budget. The funds are a combination of STA Marketing, SolanoLinks Marketing and SNCI Marketing. The contract amount for FY 2006-07 and FY 2007-08 will be brought forward for approval at future Board meetings. The total two-year contract is estimated not to exceed \$170,000 (\$85,000 per year). The cost breakdown for calendar year 2006 and 2007 is included as Attachment B.

**Recommendation:**

Approve the following:

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

Attachments:

- A. Proposed Marketing Plan (Phase II)
- B. Cost Breakdown of Marketing Consultant Services Contract

## Solano Transportation Authority Proposed Marketing Plan (Phase II)

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoLinks Transit program, and the Solano Napa Commuter Information (SNCI) Program.

- The **STA** strives to inform the public about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, polling, community events and the media.
- The STA also coordinates the marketing of **SolanoLinks** intercity transit services countywide. This effort has included the development and updating of the SolanoLinks brochure, wall maps, production of SolanoLinks bus passholders, a recent bus wrap, and other activities.
- To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's **Solano Napa Commuter Information (SNCI)** program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs. We have recently targeted the identity and branding of Solano Paratransit, which resulted in the design of brochures and vehicles wraps to be implemented next year.

Marketing products and plans for 2006 and 2007 include, but are not limited to, the following:

### STA – Overall Agency

- STA Agency brochure “Working for You”: Redesign, rewrite, print color brochure
- State legislative brochure: Redesign to be more user friendly. 16-page plus cover, print color document with photos.
- Federal reauthorization booklet: Redesign to be more user friendly. 12-page plus cover, print color document with photos.
- TEA-21 Reauthorization booklet: Redesign to more user friendly. 12-page plus cover, print color document with photos.
- 2005 STA Annual Report design and production.
- Development of newsletter concept and production.
- Design of website elements.

- Annual Awards Ceremony.
- Ribbon-cutting and ground-breaking ceremonies for transportation projects where STA is the lead agency or partner agency.

**SolanoLinks Intercity Transit**

- SolanoLinks brochure: Update and produce brochure to marketing current and future services.
- Promotional opportunities: Design and placement of advertising pieces in local electronic and print media venues targeting Solano County residents.

**SNCI:**

- Emergency Ride Home: Launch countywide Emergency Ride Home marketing campaign.
- Year-end employer/vanpool mailer: Develop mailer/calendar for SNCI client distribution.
- Development and promotion of local campaign for California Bike-To-Work Campaign.
- Development and promotion of Fall rideshare campaign.

**Cost Breakdown of Marketing Consultant Services Contract**

**Calendar Year 2006:**

Solanolinks/STA	\$50,000
Paratransit	\$40,000*
<u>SNCI</u>	<u>\$35,000</u>
Total	<b>\$125,000</b>

**Calendar Year 2007:**

Solanolinks/STA	\$55,000
Paratransit	\$ 5,000
<u>SNCI</u>	<u>\$25,000</u>
Total	<b>\$85,000</b>

\*Funds previously allocated by the STA Board (7/13/05)





DATE: September 21, 2005  
TO: STA TAC  
FROM: Jennifer Tongson, Assistant Project Manager  
RE: Project Study Report Overview

**Background:**

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

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

In an effort to accelerate project delivery for major highway projects in Solano County, the STA Board has authorized the STA to pursue and sponsor completing PSRs for priority projects in Solano County. At the February 17, 2005 STA Board retreat, 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 by Caltrans for the SHOPP program;
3. PSR development by local agencies for locally funded projects with request for Caltrans oversight.

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

The next step is to develop a list of potential PSR candidate projects. Over the next couple of months, the STA will be working closely with Caltrans and local agencies to discuss prioritizing and categorizing the projects on that list. The STA has dedicated \$150,000 in both its FY 2005-06 and FY 2006-07 budgets for PSR work for future STIP

eligible projects. 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. At the TAC meeting, staff will provide initial project lists for PSR candidates for future STIP funding and the draft list of locally sponsored PSRs requiring Caltrans oversight.

**Recommendation:**

Informational.

**Attachments:**

- A. 2004 SHOPP Project List, Solano County
- B. Mid-Term Projects (from I-80/I-680/I-780 Corridor Study, 7/14/04)
- C. Long-Term Projects (from I-80/I-680/I-780 Corridor Study, 7/14/04)
- D. Recommended Local Interchange Improvements Prioritized by Local Jurisdiction (from I-80/I-680/I-780 Corridor Study, 7/14/04)



Excludes: Storm Water Mitigation, Office Building, Seismic and TEA projects; also excludes Federal Emergency Relief Funds

**2004 SHOPP Project List**  
**Solano**  
 (\$1,000)

Sorted by: County, Program  
 Category, Route and Post Miles

Route	Post Miles	Location/Description	PPNO	EA	Program Code	Prog Year	State RW	State Const	State Total	State Support
<b><u>Collision Reduction</u></b>										
Var	Var	In Solano County - on various routes - upgrade traffic barrier and guardrail end terminals	5402A	0A880K	201.015	2005/06	0	1,827	1,827	639
12	L1.8/R4.0	Near Suisun City - Chadborne Road to Pennsylvania Avenue - install median barrier	5001B	44410K	201.010	2004/05	2	3,294	3,296	2,205
80	13.0/42.0	In Solano County - at various locations; also on Routes 505 and 780 - remove gore signs and replace with overhead signs	5301C	271001	201.015	2005/06	0	3,387	3,387	1,446
80	16.9/R44.5	In Fairfield - West Texas Street to Yolo County line - upgrade median barrier	5303A	444300	201.020	2004/05	0	13,664	13,664	3,524
80	8.1/12.9	Near Fairfield - American Canyon Road to Suisun Creek - upgrade median barrier	5301B	270400	201.020	2006/07	0	5,682	5,682	1,989
<b><u>Bridge Preservation</u></b>										
12	26.4	In Rio Vista - Sacramento River Bridge #23-0024 - rehabilitate bridge	0307S	1A280K	201.110	2006/07	0	990	990	346
80	R26.0/R27.2	In Vacaville - Davis Street to Allison Drive at Mason Street #23-0051L/R and Ulatis Creek #23-0052L/R - replace bridges (scour)	5302	4C080K	201.111	2005/06	602	18,323	18,925	5,695
84	2.5	Near Rio Vista - Cache Slough Ferry #23-0034 - replace bridge	5402	44630K	201.110	2005/06	0	2,836	2,836	1,010

Excludes: Storm Water Mitigation, Office Building, Seismic and TEA projects; also excludes Federal Emergency Relief Funds

## 2004 SHOPP Project List Solano (\$1,000)

Sorted by: County, Program  
Category, Route and Post Miles

Route	Post Miles	Location/Description	PPNO	EA	Program Code	Prog Year	State RW	State Const	State Total	State Support
<b><u>Roadway Preservation</u></b>										
12	7.9/R14.7	Near Suisun City - east of Scandia Road to Denverton Overhead - rehabilitate roadway	4020B	0T0900	201.120	2005/06	90	8,427	8,517	4,522
12	L2.1/L7.9	In Fairfield and Suisun - Chadburn to 0.6 miles west of Union Creek - rehabilitate pavement	5001A	0C7901	201.121	2004/05	0	7,692	7,692	1,160
12	R14.7/R20.6	Near Suisun City - Denverton Overhead to Currie Road - rehabilitate roadway	8059A	0T1011	201.120	2005/06	100	24,793	24,893	6,480
80	4.0/8.1	In Vallejo - Tennessee Street to American Canyon Road - rehabilitate roadway	5301G	0T240K	201.120	2006/07	0	16,706	16,706	4,565
80	8.1/11.5	Near Vallejo - American Canyon Road to Green Valley Creek; also in Napa County (PM 6.8 to 8.0) - rehabilitate roadway	4318	24090K	201.120	2006/07	0	19,274	19,274	4,733
80	R9.8/R11.2	Near Fairfield - east of Lynch Road to west of Red Top Road - slope stabilization, install subsurface drainage (phase II)	5304B	44960K	201.150	2004/05	74	11,329	11,403	5,303
113	19.0/19.8	In Dixon - East Chestnut to West H Street - rehabilitate roadway	8592	0T111K	201.120	2004/05	100	2,781	2,881	1,008
505	0.0/10.6	In Vacaville - Route 80 to Yolo County line - rehabilitate pavement	8208	0C830K	201.121	2007/08	0	19,346	19,346	6,771
680	R1.5/R13.1	In Benicia and Fairfield - Benicia Arsenal Viaduct to Route 680 - rehabilitate roadway	5902	25870K	201.120	2004/05	0	20,111	20,111	6,759

Excludes: Storm Water Mitigation, Office Building, Seismic and TEA projects; also excludes Federal Emergency Relief Funds

## 2004 SHOPP Project List Solano (\$1,000)

Sorted by: County, Program  
Category, Route and Post Miles

Route	Post Miles	Location/Description	PPNO	EA	Program Code	Prog Year	State RW	State Const	State Total	State Support
<b><u>Roadside Preservation</u></b>										
		In various counties - at various locations - highway planting restoration (remove trees phase 1)	0702Y	1A380K	201.210	2004/05	0	1,525	1,525	1,873
		In Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties - at various locations - highway planting restoration (remove trees phase 2)	0785Y	1A390K	201.210	2006/07	0	1,618	1,618	1,876
		In Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties - at various locations - highway planting restoration (remove trees phase 3)	0156Y	1A400K	201.210	2007/08	0	1,667	1,667	302
80	6.6/6.8	In Vallejo - at Hunter Hill Safety Roadside Rest Area - Safety Roadside Rest Area restoration	4319	29900K	201.250	2006/07	0	6,042	6,042	2,060
<b><u>Mobility</u></b>										
12	1.5/2.8	In Suisun City - near Red Top Road - construct truck climbing lane	8068	0A0400	201.310	2005/06	992	7,882	8,874	4,025
80	17.2	In Fairfield - at Rockville Road and West Texas Street - modify ramp and exit traffic signals	5301E	27510K	201.310	2005/06	0	1,509	1,509	987
80	7.9/39.5	In Fairfield, Pleasant Valley, Vacaville and Dixon - at various locations - install intersection lighting	5303B	443600	201.170	2004/05	0	3,188	3,188	1,431
Total Solano							1,960	203,894	205,854	70,710



**FUNDED NEAR-TERM PROJECTS – For Information Only**

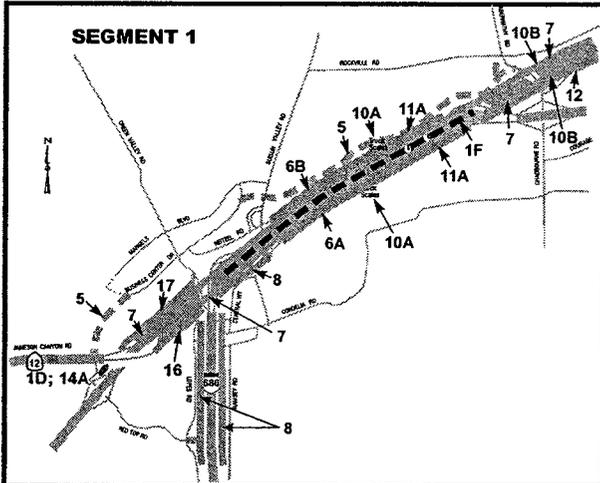
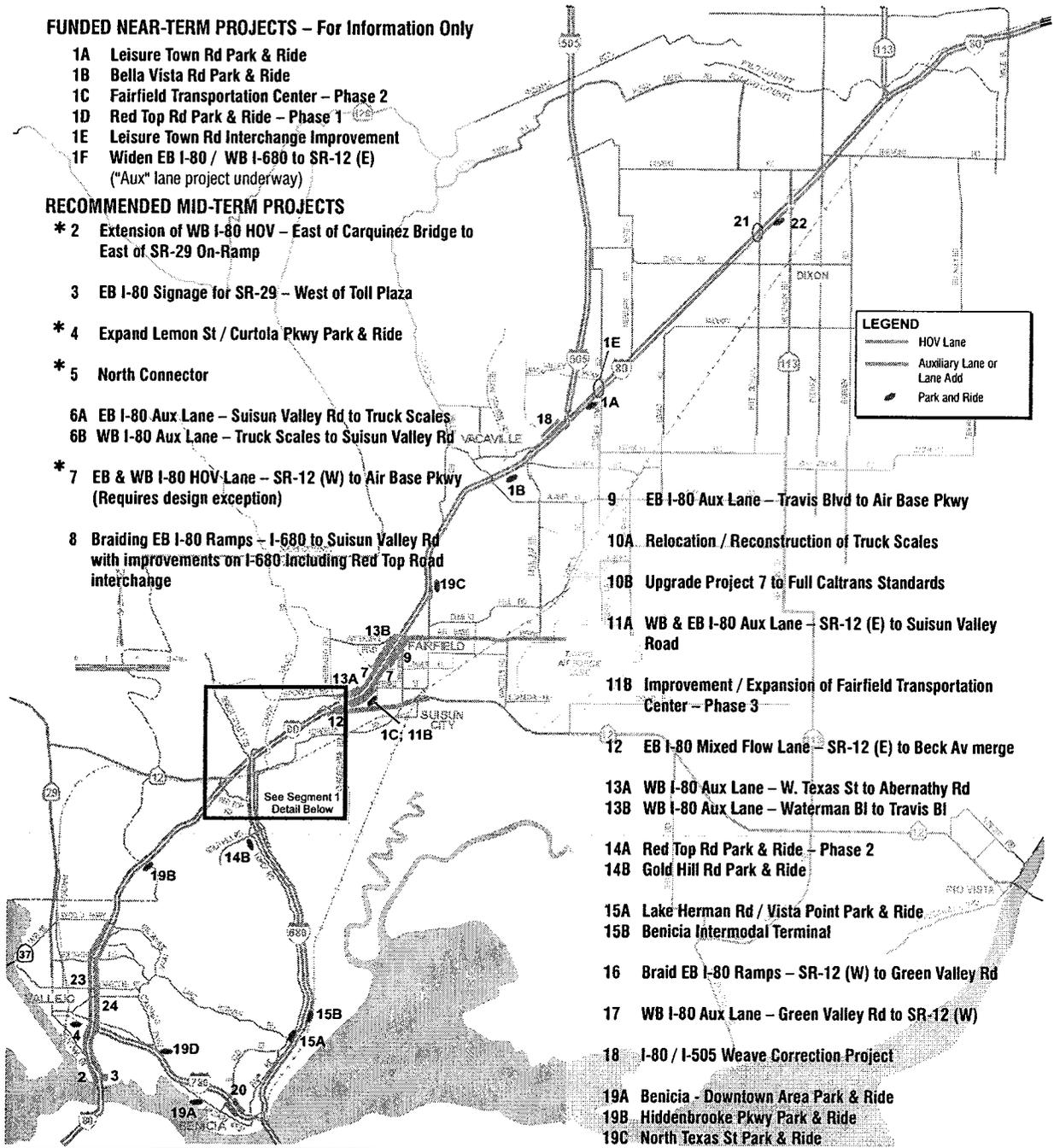
- 1A Leisure Town Rd Park & Ride
- 1B Bella Vista Rd Park & Ride
- 1C Fairfield Transportation Center – Phase 2
- 1D Red Top Rd Park & Ride – Phase 1
- 1E Leisure Town Rd Interchange Improvement
- 1F Widen EB I-80 / WB I-680 to SR-12 (E)  
("Aux" lane project underway)

**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

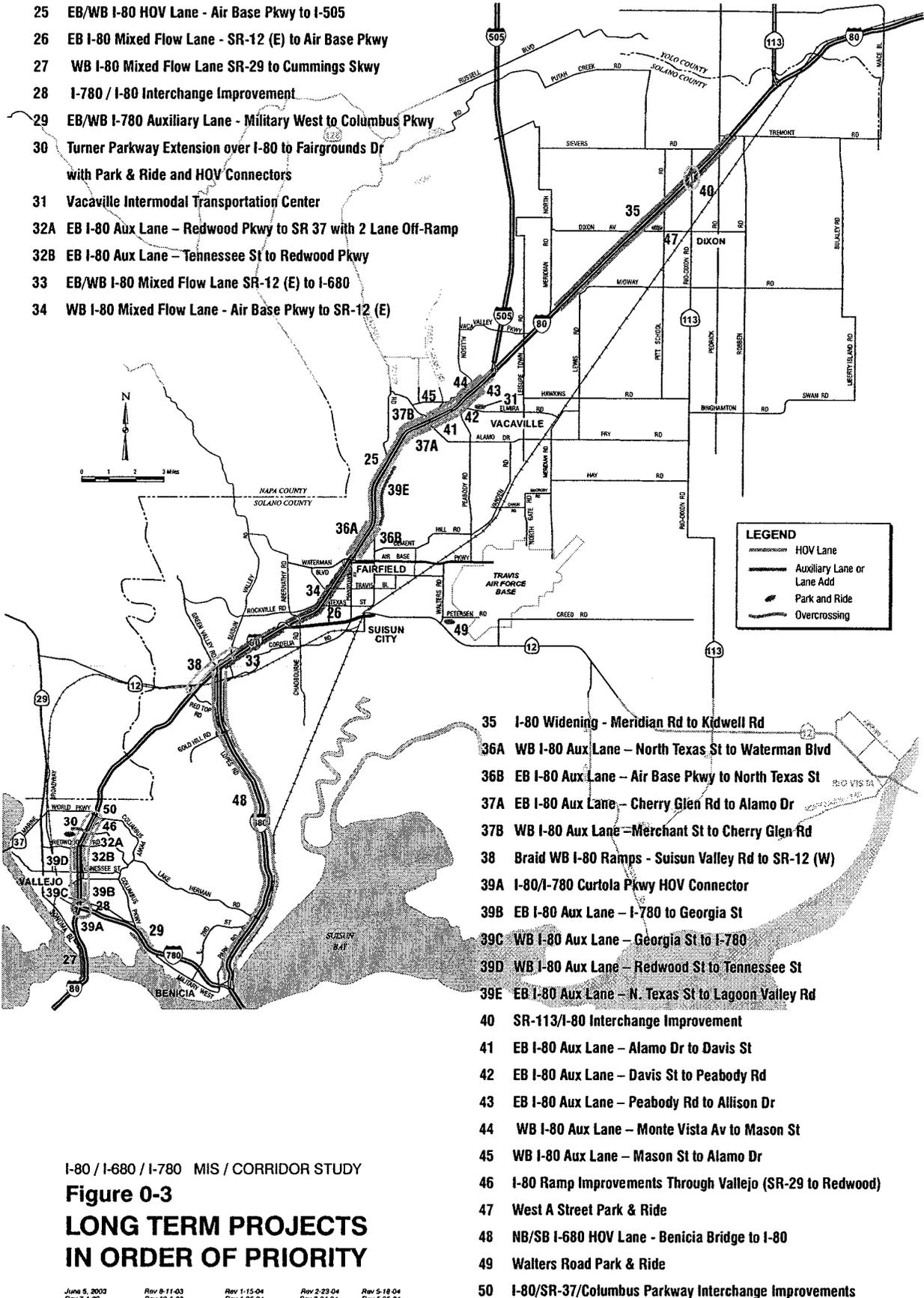


\* Projects which are currently partially funded.

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

June 5, 2003 Rev 7-1-03 Rev 7-7-03 Rev 8-7-03  
 Rev 9-11-03 Rev 9-26-03 Rev 11-25-03  
 Rev 2-24-04 Rev 3-04-04 Rev 5-05-04 Rev 5-07-04  
 Rev 5-18-04 Rev 6-1-04 Rev 6-17-04 Rev 8-4-04







**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: September 19, 2005  
TO: STA TAC  
FROM: Robert Guerrero, Associate Planner  
RE: Alternative Modes Fund Strategy

**Background:**

Several funding opportunities will be available for alternative modes projects in the next three years. Attached is a summary of potential discretionary and competitive funding opportunities. The Alternative Modes Committee will consider strategies to provide funding for each of the alternative modes components: transportation for livable communities (TLC), bicycle facilities, and pedestrian facilities.

The goal of the Alternative Modes Fund Strategy is to provide a concise means for identifying anticipated funding sources for alternative modes project and to link projects that would be the best candidates for that fund source.

**Discussion:**

The Draft Alternative Modes Funding Strategy is attached for review. The strategy focuses on the following STA discretionary funding:

- County Transportation Enhancements (TE)
- Congestion Mitigation Air Quality (CMAQ)
- Eastern Solano CMAQ (ECMAQ)
- Bay Area Air Quality Management District Transportation For Clean Air (TFCA)
- Yolo Solano Air Quality Management District Clean Air Funds
- Transportation Development Act (TDA) Article 3
- MTC County Bicycle and Pedestrian Program

The combined amount of guaranteed funding to be programmed or recommended by the STA from these funding sources is estimated to be \$10.2 million for the next 3 years. TE, CMAQ, TDA Article 3, and MTC County Bicycle and Pedestrian Program funding sources have to be used for either TLC projects or bicycle and pedestrian facilities. ECMAQ, TFCA, and Clean Air Funds are more flexible in that this source can fund TLC, bicycle and pedestrian facilities, and/or transit facilities.

The Alternative Modes Fund Strategy attachment reflects the set-aside portion of the TE and CMAQ funds for TLC projects. The majority of the ECMAQ funds are identified in the "To Be Determined" category; however, STA staff is recommending \$1.2 million is set-aside for bicycle and pedestrian facilities and \$1.5 million set-aside for TLC related projects. This set-aside is relatively close to the amounts set aside for Bay Area source funding such as CMAQ and TE.

The clean air funds provided by the YSAQMD and the BAAQMD assumes that 50% of the estimated county portion will be used for alternative modes. These funds are included in the To Be Determined category.

Lastly, the strategy assumes providing a funding split of 1/3 for pedestrian facilities and 2/3 for bicycle facilities for TDA Article 3 and MTC County Bicycle and Pedestrian Program. This subject is to be discussed by the Alternative Modes Committee and TAC in a separate agenda item.

The funding amounts indicated in the strategy are preliminary and will be updated when more current information is available. STA staff welcomes comments on this proposed funding strategy and anticipates this item will be brought back for further discussion and recommendation for Board action at the November 2005 TAC meeting.

**Recommendation:**

Informational.

Attachments:

- A. Alternative Modes Funding Program
- B. Alternative Modes Strategy

### Alternative Modes Funding Program

Rev 9/13/05

Current Year	Fund Programs	Actual Funding Amounts Received to Date			
Fiscal Year 2005-06	Enhancements	\$1,629,000	Total Discretionary funding	\$2,331,256	
	TFCA Program Manager Funds	\$185,000			
	YSAQMD Clean Air Funds	\$190,000			
	TDA Article 3	\$327,256			
	ECMAQ	-			
	MTC Regional TLC/HIP	\$2,000,000	Total Regional Competitive Funding	\$2,341,000	
	BAAQMD Regional TFCA Funds (Application submitted by Benicia)- \$10 million available to Bay Area	Pending			
	RM2 Safe Routes to Transit Program (Applications submitted by Fairfield and Benicia)-\$4 million available to Bay Area	Pending			
	MTC Regional Bicycle/ Ped Program	\$341,000			
	Caltrans BTA- \$8 million available statewide	\$562,000	Total State Competitive Funding	\$562,000	
	Caltrans Safe Routes to School Program (Applications submitted by Benicia, Fairfield, Suisun)- \$24 million available statewide	Pending			
				<b>Total Alternative Funds Received for FY 2005-06</b>	<b>\$5,234,256</b>

		Approximate Target Funding Amounts		
Fiscal Year 2006-07	County TLC (Enhancements/CMAQ) FY 06-07 (Based on MTC's Enhancement estimate)	\$462,000	Target Discretionary Funding	\$3,368,075
	TFCA Program Manager Funds FY 06-07 (Assumes at least 50% to Alternative Modes Projects)	\$159,000		
	YSAQMD Clean Air Funds FY 06-07 (Assumes at least 50% to Alternative Modes Projects)	\$145,000		
	TDA Article 3 FY 06-07 (Based on MTC Estimate)	\$302,075		
	ECMAQ FY 06-07	\$2,300,000		
	MTC Regional TLC/HIP (Assumes 6% of \$18 mil)	\$1,080,000	Target Regional Competitive Funding	\$1,680,000
	BAAQMD Regional TFCA Funds (Assumes 6% of \$10 mil)	\$600,000		
	Caltrans BTA (Assumes 1% of 8mil)	\$80,000		
	Caltrans Safe Routes to School Program (Assumes 1% of \$24 mil)	\$240,000	Target State Competitive Funding	\$320,000
				<b>Total Target Amount for FY 2006-07</b>

		Approximate Target Funding Amounts		
Fiscal Year 2007-08	County TLC (Enhancements/CMAQ) FY 07-08 (Based on MTC's Enhancements/CMAQ estimate)	\$465,000	Target Discretionary Funding	\$3,486,977
	TFCA Program Manager Funds FY 07-08 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	\$159,000		
	YSAQMD Clean Air Funds FY 2007-08 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	\$145,000		
	TDA Article 3 FY 07-08 (Based on MTC Estimate)	\$319,060		
	ECMAQ FY 07-08	\$1,200,000		
	Solano Bicycle Pedestrian Program FY 07-08 (County share for FY 07/08 & FY08/09 is \$1,395,835)	\$697,917		
	MTC Regional TLC/HIP FY 07-08 (Assumes 6% of \$18mil)	\$1,080,000	Target Regional Competitive Funding	\$1,920,000
	BAAQMD Regional TFCA Funds (Assumes 6% of \$10 mil)	\$600,000		
	RM2 Safe Routes to Transit Program (Assumes 6% of \$4 mil)	\$240,000		
	Caltrans BTA Fiscal (Assumes 1% of \$8 mil)	\$80,000	Target State Competitive Funding	\$320,000
Caltrans Safe Routes to School Program (Assumes 1% of \$24 mil)	\$240,000			
			<b>Total Target Amount for FY 2007-08</b>	<b>\$5,726,977</b>

\*Regional funding target based on Solano County's population share equal to about 6% of the San Francisco Bay Area.

\*\*State competitive target based on Solano County's population share equal to about 1% of the State of California.

		<b>Approximate Target Funding Amounts</b>		
<b>Fiscal Year 2008/09</b>	County TLD Enhancements/CMAGI FY 06-09 (Based on MTC Enhancement/CMAGI estimate)	\$861,000	<b>Target Discretionary Funding</b>	\$3,499,576
	TFCAs Program Manager Funds FY 08-09 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	\$158,300		
	YSACMD Clean Air Funds FY 08-09 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	\$145,000		
	TDA Article 3 FY 08-09 (Based on MTC Estimate)	\$36,059		
	ECMAAQ Fiscal Year 08/09	\$1,300,000		
	Solano Bicycle/Pedestrian Program FY 08-09 (County share for FY 07/08 & FY08/09 is \$1,395,835)	\$697,917		
	<i>MTC Regional TLC/HIP FY 08-09 (Assumes 6% of \$18 mil)</i>	<i>\$1,080,000</i>	<b>Target Regional Competitive Funding</b>	\$1,680,000
	<i>BAAQMD Regional TFCAs Funds (Assumes 6% of \$10 mil)</i>	<i>\$600,000</i>		
	<i>Caltrans BTA Fiscal Year 08/07 (Assumes 1% of 8 mil)</i>	<i>\$80,000</i>	<b>Target State Competitive Funding</b>	\$320,000
	<i>Caltrans Safe Routes to School Program (Assumes 1% of \$24 mil)</i>	<i>\$240,000</i>		
		<b>Total Target Amount for FY 2008-09</b>	<b>\$5,499,576</b>	

<b>Grand Target Total + Alternative Modes Fund Received for Solano County Projects (FY 2005-06 to FY 2008-09)</b>	<b>\$21,828,884</b>
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**Total Alternative Mode Funding Received for FY 2005-06**

County Discretionary Funds	\$2,331,256
Regional Competitive Funds	\$2,341,000
State Competitive Funds	\$562,000
<b>Total</b>	<b>\$5,234,256</b>

**Estimated Alternative Mode Fund Summary FY 2006-07 to FY 2008-09**

County Discretionary Funds	\$10,354,628
Regional Competitive Funds	\$5,280,000
State Competitive Funds	\$960,000
<b>Total</b>	<b>\$16,594,628</b>

\*Regional funding target based on Solano County's population share equal to about 6% of the San Francisco Bay Area.

\*\*State competitive target based on Solano County's population share equal to about 1% of the State of California.

Draft Alternative Modes Funding Strategy

	Estimated Funds to be Programmed by STA During FY 2006-07 to FY 2008-09					Total per fund source
	TLC	Bike	Ped	To Be Determined		
9/21/2005						
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement estimate	\$ 1,769,000	\$ -	\$ -	\$ -	\$ -	\$ 1,769,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ 520,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E.CMAQ) - Based on MTC's CMAQ estimate	\$ 1,520,000	\$ 800,000	\$ 400,000	\$ 2,080,000	\$ -	\$ 4,800,000
TFCM Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)	\$ -	\$ -	\$ -	\$ 477,000	\$ -	\$ 477,000
YSACMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	\$ -	\$ -	\$ -	\$ 435,000	\$ -	\$ 435,000
TDA Article 3 (Based on MTC Estimate)- 2/3 bike, 1/3 ped	\$ -	\$ 638,529	\$ 319,265	\$ -	\$ -	\$ 957,794
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835)-2/3 bike, 1/3 ped	\$ -	\$ 930,556	\$ 465,278	\$ -	\$ -	\$ 1,395,834
	\$ 3,809,000	\$ 2,369,085	\$ 1,184,543	\$ 2,992,000	\$ -	\$ 10,354,628





DATE: September 16, 2005  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Unmet Transit Needs Public Hearing for FY 2006-07

**Background:**

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Four out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano).

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

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

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

**Discussion:**

The annual Unmet Transit Needs public hearing has been traditionally held in November or early December. Planning has begun to schedule this meeting for the FY 2006-07 TDA funding cycle. A meeting date and location have been set for Wednesday, December 7 at 5:45pm at the Suisun City Council Chambers. All transit operators are encouraged to attend.

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

**Recommendation:**

Informational



DATE: September 19, 2005  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Intercity Transit Funding Agreement

**Background:**

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

Of the eight intercity bus routes currently in service, six had subsidy sharing arrangements among the participating jurisdictions. The subsidy shares are negotiated in agreements among the participants, some of which are documented and others are not.

With the addition of Regional Measure 2 (RM2) funded service, there is now a ninth intercity transit route – Vallejo Transit Rt. 92.

As listed below, the STA has been managing, marketing, and coordinating a variety of transit studies and services in the past five years as well as becoming increasingly involved with coordinating transit funding in the county.

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

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

**Discussion:**

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

Three subsidy sharing options with various factors were presented and one was selected for further testing. This methodology included ridership and vehicle miles as the key factors. Data was to be collected from the transit operators to test the draft formula.

Staff has collected much of the data and has begun testing a variety of scenarios using these two factors. These continue to be refined and summarized to show potential impacts on each jurisdiction. A separate meeting with the transit operators and other funding partners to review and discuss the results is planned for early October. This item is expected to return to the Consortium and TAC in October and STA Board in December (there is no November Board meeting) for action.

**Recommendation:**

Informational.