



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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Members:

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

MEETING NOTICE

April 14, 2004

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA**

6:00 P.M. Regular Meeting

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering
transportation system projects to ensure mobility, travel safety, and
economic vitality.**

Time set forth on agenda is an estimate. Items may be heard before or after the times designated.

ITEM

BOARD/STAFF PERSON

**I. CALL TO ORDER – CONFIRM QUORUM
(6:00 – 6:05 p.m.)**

Chair MacMillan

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

IV. OPPORTUNITY FOR PUBLIC COMMENT (6:05- 6:10 p.m.)

Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Kim Cassidy, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

V. EXECUTIVE DIRECTOR'S REPORT (6:10-6:15 p.m.) – Pg 1

Daryl K. Halls

STA Board Members:

Karin MacMillan Chair City of Fairfield	Mary Ann Courville Vice Chair City of Dixon	Steve Messina City of Benicia	Marci Coglianses City of Rio Vista	Jim Spering City of Suisun City	Len Augustine City of Vacaville	Anthony Intintoli City of Vallejo	John Silva County of Solano
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STA Alternates:

Harry Price	Gil Vega	Dan Smith	Ed Woodruff	Mike Segala	Rischa Slade	Pete Rey	John Vasquez
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VI. COMMENTS FROM STAFF, CALTRANS AND MTC (6:15-6:40 p.m.)

A. Caltrans Report

B. MTC Report

- 1. Presentation of T-2030 Process for Track 1, ITIP and Big Tent**

Doug Kimsey,
MTC

C. STA Report

- 1. Presentation on How STA Competes for funding**

Daryl Halls

VII. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion

(Note: Items under consent calendar may be removed for separate discussion.

(6:40-6:45 p.m.) – Pg

A. STA Board Minutes of March 10, 2004

Kim Cassidy

Recommendation: Approve minutes of March 10, 2004.

– Pg 15

B. Approve Draft TAC Minutes of March 31, 2004

Johanna Masiclat

Recommendation: Receive and file. – Pg 23

C. Proposed Administrative Policy for Approval of Contracts for \$25,000 or Less

Charles O. Lamoree

Recommendation: Approve the purchasing policy as specified in Attachment A for contracts of \$25,000 and less.

– Pg 29

D. Contract Amendment #5 for Transit and Funding Consultant – Nancy Whelan Consulting

Daryl Halls

Recommendation: Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2005 for an amount not to exceed \$40,000. – Pg 33

E. Contract Amendment #3 to the Ferguson Group for Federal Legislative Advocacy

Daryl Halls

Recommendation: Approve the following:

1. Authorize the Executive Director to extend the contract with the Ferguson Group, LLC, (Amendment #3) for federal legislative advocacy services through March 31, 2005 at a cost not to exceed \$84,000.

2. The expenditure of an amount not to exceed \$21,000 to cover the STA's contribution for this contract.

3. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's four priority projects.

- F. Contract Amendment No. 4 – Project Delivery Management Group for Project Management Services for the I-80/I-680/I-780 Corridor Study and the I-80/I-680/SR12 Interchange (including North Connector) Project** Mike Duncan
Recommendation: Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group for Project Management Services for the I-80/I-680/I-780 Corridor Study and the Environmental Phase of the I-80/I-680/SR12 Interchange and North Connector to extend the performance period through June 30, 2004.
– Pg 49
- G. Consultant Services for Development of the County Transportation Expenditure Plan** Daryl Halls
Recommendation: Authorize the Executive Director to amend the consultant services contract with Smith, Watts & Company for coordination of the development of the County Transportation Expenditure Plan (CTEP), public input process and public information materials, for an additional \$15,000 and a total amount not to exceed \$25,000. – Pg 51
- H. Proposed STA Administrative Investment Policy** Charles O. Lamoree
Recommendation: Approve the resolution adopting STA's Investment Policy consistent with Attachment A – the Investment Policy for the City of Vacaville.
– Pg 57
- I. Time Extension Request for STIP-APDE Funds and Amended Contract with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station** Dan Christians
Recommendation: Approve the following:
1. *Authorize the Executive Director to request Caltrans Division of Rail to modify the "Intercity Rail Passenger Facility Agreement" dated December 12, 2001 for the Fairfield/Vacaville Intermodal Train Station by revising the project description, scope of work and project budget and extend the term of the agreement one additional year through June 30, 2005.*
2. *Subject to obtaining the time extension request from Caltrans as stated in Recommendation No.1 above, authorize the Executive Director to approve a contract amendment, including a time extension through June 30, 2005. With Wilbur Smith Associates and to modify the scope of work and schedule to complete negotiations and obtain approval from the Union Pacific Railroad, and retain additional sub-consultants (as needed) to complete the environmental, preliminary engineering and station design work and other related*

project development activities by June 30, 2005.

– Pg 61

J. FY2004-05 YSAQMD Clean Air Fund Program

Robert Guerrero

Recommendation: *Approve the YSAQMD/STA Screening Committee's recommendation for the FY 2004-05 YSAQMD Clean Air Fund Applications for Solano County jurisdictions, as specified in Attachment A.*

– Pg 65

VIII. ACTION ITEMS - FINANCIAL

A. Public Hearing

Dan Christians

Development of Track 1 and Big Tent Projects for Transportation 2030

Recommendation: *Approve the following:*

1. *Conduct a Public Hearing for T-2030 Track 1, ITIP and Big Tent projects.*

2. *Authorize the distribution of the draft list of Track 1 and ITIP Projects for 30-day review and comments.*

(6:45-6:50 p.m.) – Pg 69

B. Congestion Management and Air Quality Improvement Program for Eastern Solano County (ECMAQ)

Mike Duncan

Recommendation: *Approve the following:*

1. *The programming of \$1.2M in FY 2003-04 Eastern Solano County CMAQ funds as specified in Attachment A.*

2. *Authorize the Executive Director to forward to MTC the proposed ECMAQ Programming for FY 2003-04 as shown in Attachment A.*

(6:50-6:55 p.m.) – Pg 89

C. Reprogramming of 2004 State Transportation Improvement Program (STIP) for Solano County

Mike Duncan

Recommendation: *Approve the following:*

1. *The revised 2004 STIP for Solano County as specified in Attachment C.*

2. *Authorize the Executive Director to forward the 2004 STIP for Solano County to the Metropolitan Transportation Commission for inclusion in the 2004 Regional Transportation Improvement Program.*

(6:55-7:00 p.m.) – Pg 93

IX. ACTION ITEMS – NON FINANCIAL

A. Legislative Update – April 2004

Janice Sells

Recommendation: *Adopt the following positions:*

AB2847 – Support
SB 1614 – Support
ACA 21 – Support
ACA 24 – Support
ACA 29 - Support
(7:00-7:05 p.m.) – Pg 99

**B. Implementation of Regional Measure 2 (RM2) -
Next Steps**

Daryl Halls

Recommendation: Approve the following:

1. *Authorize the STA Chair to forward a letter to Bay Area Federal Representatives and members of the House and Senate Transportation Committees requesting support for an amendment to Title 23 Sections 129 or 144 allowing the use of RM 2 bridge toll funds to be used for transit operational purposes as specified in RM 2 and SB 916.*
2. *Amend the STA's 2004 Legislative Priorities and Platform to replace item #6 in the list of STA's Priorities with the following "Support efforts to change Title 23 restrictions on use of toll bridge funds for transit operations", as specified in SB 916 and approved by Bay Area voters in RM 2.*

(7:05-7:10 p.m.) – Pg 121

X. INFORMATION ITEMS

(No Discussion Necessary)

- A. Use of STP/CMAQ Second Cycle Funding as STIP Backfill** Mike Duncan
Informational – Pg 135
- B. Cordelia Truck Scales Relocation Study - Update** Mike Duncan
Informational – Pg 145
- C. Local Streets and Roads Update** Mike Duncan
Informational – Pg 153
- D. Bike to Work Campaign Update** Anna McLaughlin
Informational – Pg 165
- E. Funding Opportunities Summary** Sam Shelton
Informational – Pg 167

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

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



MEMORANDUM

DATE: April 6, 2004
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – April 2004

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (*) notes items included in this month's Board agenda.

Congressional Reps Reward STA Efforts in Washington D.C.

Last month, Congressman George Miller and Congresswoman Ellen Tauscher successfully included Federal earmarks in the House versions of the TEA 21 Reauthorization Bill. The I-80/680/SR 12 Interchange received \$21 million (\$8 million from Miller and \$13 million from Tauscher) and Jepson Parkway/Travis Air Force Base Access Improvements received \$2 million (from Tauscher). The \$21 million for the interchange is one of the largest TEA 21 earmarks contained in the bill for the Bay Area and is the largest federal earmark ever landed for one projected by the STA. A special thanks to our two congressional representatives and to the many members of the STA Board who have taken the time to travel to Washington D.C. the past few years to advocate in support of federal funding for these projects.

Miller and Tauscher Confirm as Keynote Speakers for Groundbreaking for I-80/680 Auxiliary Lanes Project

This week, Caltrans mailed the invitations for the long awaited groundbreaking ceremony for the I-80/680 Auxiliary Lanes project. The event is scheduled for Friday, April 16th, at 10 a.m. STA staff has confirmed the availability of this date for Congresswoman Ellen Tauscher and Congressman George Miller, both who have agreed to be keynote speakers. STA Board Member John Silva will be serving as Master of Ceremonies for the event.

Public Hearing for Solano County's Submittals for MTC's T-2030 Plan *

MTC has requested all nine Congestion Management Agencies, including the STA, submit their Track 1, Inter-regional Transportation Improvement Program (ITIP) and "Big Tent" (formally Track 2) projects to MTC as part of their development of the T-2030 plan for the Bay Area. Staff has developed a draft list of Solano County projects as candidates for future Track 1 and ITIP funds. A T-2030 Public Hearing is also scheduled to allow members of the public to comment on the list of projects and to provide their input.

Executive Director's Memo
April 6, 2004
Page 2

Following the hearing, staff will be requesting the STA Board provide policy direction and comments to staff in preparation for STA Board adoption of Solano County's T-2030 submittal to MTC in May 2004.

MTC to Call for RM 2 Project Submittals *

With the successful passage of RM 2, the 3rd dollar toll on the seven state owned bridges will begin to be collected on July 1, 2004. The Metropolitan Transportation Commission (MTC) has initiated the process for project sponsors to submit RM 2 project funding requests and MTC staff has requested the STA work with Solano County project sponsors to coordinate the submittal of funding requests for each of the projects contained in the expenditure plan for RM 2. Request sfor FY 2004/05 are due by May 1, 2004 and requests for future RM 2 funding is due by July 1, 2004. Staff is currently in the process of scheduling these meeting with Solano County's RM2 project sponsors (Benicia, Capitol Corridor JPB, Fairfield, STA, Vacaville and Vallejo).

MTC and STA Board Actions in April Would Fund Solano County's Top Two Transportation Projects Ready for Construction *

Later this month, MTC is scheduled to adopt its 2004 Regional Transportation Improvement Program that includes the implementation of a policy adopted by the Commission last month to backfill \$60 million in regional STIP funds (and if necessary Transportation Congestion Relief Funds) with federal cycle funds. This action would provide the \$4.65 million necessary for the Leisure Town Road Interchange Project (a segment of the Jepson Parkway) to obligate and go to construction this summer.

Also on this month's STA Board agenda is the approval of the programming of \$1.2 million in FY 2003/04 Eastern Solano Congestion Mitigation and Air Quality (CMAQ) funds and a recommendation for the programming of \$290,000 in FY 2004/05 Yolo Solano Air Quality Management District (YSAQMD) funds by the YSAQMD. These recommendations include a recommended \$975,000 for the Dixon Intermodal Station (\$875k in Eastern Solano CMAQ and \$100k in YSAQMD) that will fully fund this project. This recommendation is consistent with the policy direction provided by the Board early this year to pursue funding for this project to replace 2004 STIP funds likely to be delayed by the State fiscal crisis.

Pursuant to the approval by the STA Board, staff is also recommending the \$5.05 million in 2004 STIP funds programmed for these two project be reprogrammed to two projects:

1. The I-80 West HOV project on I-80 that will extend an HOV project currently funded in Contra Cost from the Carquinez Bridge to the SR 29 exit off of I-80 (\$1.5 million)
2. Jepson Parkway (\$3.55 million)

Legislative Proposals to Modify MTC Board

Attached is the latest state legislative report provided by Shaw/Yoder. The report highlights several legislative proposals and provides a brief update on the upcoming state budget

deliberations that should intensify following the release of the Governor's May Revise. The report references recent discussions surrounding two separate proposals, by the Santa Clara Valley Transportation Authority (VTA) and MTC, to potentially modify the governing board of the MTC. Staff is currently analyzing these proposals and will provide analysis and an update at the May meeting of the STA Board.

Information Presentation on How the STA Competes Regionally*

In response to a request by members of the STA Board's Executive Committee, I will be providing a short informational presentation on how the STA competes regionally and statewide for regional, state and federal transportation funds.

Highway Subcommittee Members Take Cordelia Truck Scales Study Tour *

On April 2nd, the STA's Arterials, Highways and Freeways Subcommittee participated in a tour of the current Cordelia Truck Scales, provided graciously by California Highway Patrol, and several of the proposed locations identified as options for relocation as part of the informational gathering phase for the Draft Cordelia Truck Scales Relocation Study. Participants included: Supervisors John Silva and John Vasquez; Council Members Harry Price (Fairfield), Ron Jones (Rio Vista), Rischa Slade and Steve Wilkins (Vacaville), and Pete Rey (Vallejo); and staff representatives from all four state legislators and two of the three Congressional offices that represent Solano County.

SNCI to Kick Off Bike to Work Week *

The STA's Solano Napa Commuter Information Program is getting ready to kick off of the annual Bike to Work campaign, scheduled for the week of May 17-21st. SNCI is partnering with KUIC radio to promote the campaign and several prizes have been obtained to encourage commuter/bicyclists to sign up for this event. Anna McLaughlin has provided a more detailed report in your agenda.

Attachments: Attached for your information are any key correspondence, the STA's list of acronyms and an update of the STA meeting calendar. Transportation related newspaper articles are included with your Board folders at the meeting.

Attachments: Attachment A: Shaw/Yoder's State Transportation Report
Attachment B: Ferguson Group Federal Report
Attachment C: Updated STA Calendar



April 6, 2004

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: UPDATE

Budget

The Legislature's Budget Subcommittees that oversee transportation have been traveling around the state the last several months raising the profile of the impacts the Governor's Proposed Budget would have on transportation finance and project delivery. The "formal" consideration of the Governor's transportation proposals will be heard by the Legislature's Subcommittees in the next few weeks. The Senate will consider transportation finance on April 14, and the Assembly is expected to do the same towards the end of April.

Legislation

Shaw / Yoder, Inc. highlights the following legislation that relates to transportation, in addition to the ones we have already reported on:

- **SB 1209 (Scott)** – This bill will be amended shortly to impose additional fees on drivers with more than 4 points on their driving records. This bill mirrors laws in other states, and would raise approximately \$450 million annually. The sponsor of the bill has offered transportation, specifically the State Transit Assistance Program, to be a recipient of 20% of the funding available, approximately \$90 million annually. In addition, the State Transportation Improvement Program would receive \$90 million of unrestricted funds as well.
- **SB 1443 (Murray)** – This bill would allow a continuous appropriation of transportation funds, thereby ameliorating the problems associated when the state does not pass a budget on time. Specifically, when the Legislature fails to pass a budget on time, the state is technically not able to make payments it is obligated to do so. This bill would ensure project delivery is not delayed due to Sacramento's procrastination.
- **ACA 24 (Dutra)** – This Constitutional Amendment would provide the same protections to other transportation funding accounts that the State Highway Account currently enjoys.
- **ACA 29 (Harman)** – This Constitutional Amendment would eliminate the ability of the Legislature to suspend Proposition 42 altogether.

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MTC-Related Legislation

We have already reported the following to the STA staff, but wanted to update the STA Board officially as well:

An accord has been reached between Pete Cipola, General Manager of the Santa Clara Valley Transportation Authority (VTA), and Steve Heminger, Executive Director of the Metropolitan Transportation Commission (MTC), regarding the three bills that deal with the MTC; AB 2741 (Salinas), AB 2817 (Salinas) and AB 2908 (Wolk). Regarding AB 2741 and AB 2908, legislation dealing with the MTC composition, MTC and VTA have approved "in concept" the structure set forth in the AB 2908. At this very time, Salinas and Wolk are trying to connect with one another on what bill number will move forward to implement the accord, and what author gets top billing.

Regarding AB 2817, the bill dealing with the pass through of money to MTC members, Steve Heminger has agreed to convene a CEO Partnership, comprised of transit general managers and CMA leaders to handle this issue. VTA is satisfied with this direction at the present time, and will be gutting the contents of AB 2817 and inserting new language that relates to their benefit assessment districts.

Workers' Compensation

Legislative Leaders have been working virtually non-stop recently to hammer out a compromise to fix the state's beleaguered Workers' Compensation system. All accounts suggest the parties are close to a compromise, however a few notable issues continue to be sticking points. In particular, caps on the amount insurance companies can charge employers is a point of contention. Also on the table is how partial permanent disability is calculated. We hear a legislative compromise is not yet out of the question. However, should a compromise not be achieved, employer advocates are prepared to run an initiative on the November ballot.

Performance Improvement Initiative

Ms. Sunne Wright-McPeak, Secretary of the Business, Transportation and Housing Agency, is spearheading an effort called for by the Governor to improve the Department of Transportation's efficiency and effectiveness. Ms. McPeak has brought together numerous transportation stakeholders on this subject in an attempt to gain as much information on areas that could be improved. Those discussions have also contemplated the addition and / or protection of transportation funding. All advocates seek a more efficient Caltrans, but advise that it makes no sense to improve project delivery if there are no funds for projects. The final recommendations to make Caltrans a more efficient department, and the potential for better certainty in transportation finance, are expected to be completed within the next four weeks, when they will be presented to the Governor for his consideration.

Legislature

The Legislature has adjourned for its weeklong Easter Recess. They will return next Monday, April 12. This time allows all the representatives in Sacramento to prepare for an extremely hectic legislative schedule. Each House of the Legislature has until April 23 to pass all bills that have fiscal impacts out of their House of origin, and May 7 to pass bills that do not. Given the fact that policy Committee's in both Houses have not been working aggressively to date, the next several weeks promise to be extremely eventful.



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To: Solano Transportation Authority Board of Directors
From: Mike Miller
Date: April 2, 2004
Re: Federal Transportation Reauthorization Legislation – Update

This memorandum outlines transportation reauthorization legislation currently under consideration in Congress. This memorandum also outlines the status of our two transportation reauthorization projects: 80/680/12 Interchange and Jepson Parkway.

1. Summary of Earmarks in TEA-LU for Solano Transportation Authority:

- \$21 million for 80/680/12 Interchange; and
- \$2 million for Jepson Parkway.

2. Background – Federal Transportation Authorization Legislation.

Programs administered by the U.S. Department of Transportation (DOT) are authorized by legislation passed by Congress approximately every six years. In addition to authorizing DOT programs and funding levels, transportation authorization legislation includes line-item funding for specific “high priority” projects – these line-items are known as “earmarks.”

The legislation currently authorizing DOT funding – “TEA-21” – expired in September of 2003; Congress extended “TEA-21” while it writes legislation reauthorizing DOT programs; the extension expires on April 30.

3. Senate Bill – SAFETEA (S. 1072).

The Senate version (S. 1072), is known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003, or “SAFETEA.” The Senate passed its SAFETEA bill on February 12. The Senate authorized \$318 billion for DOT programs over six years (FY 2005-2010). The Senate bill does not include earmarks for specific projects. Senators are likely to add

earmarks to the bill when the House and Senate meet to resolve differences in the bills, a process known as “conferecing.”

4. House Bill – TEA-LU (H.R. 3550).

The House version of the legislation (H.R. 3550) is known as the Transportation Equity Act – a Legacy for Users, or “TEA-LU.” The House passed its TEA-LU bill on April 1. While originally focusing on a \$375 billion bill, the legislation ended up authorizing approximately \$275 billion¹ for DOT programs and projects for FY 2005-2010. The bill includes approximately \$217 billion for highway projects and \$51 billion for transit projects. The House bill includes 2888 earmarks for highway projects² and 355 earmarks for transit projects.

TEA-LU includes earmarks for STA projects:

- \$21 million³ for 80/680/12 Interchange; and
- \$2 million for Jepson Parkway.

5. Next Steps – Conference Committee and Presidential Consideration.

The House and Senate must resolve the differences between SAFETEA and TEA-LU prior to sending the legislation to the President for consideration. Congress is in recess until April 20 and no official action can occur prior to that date.

Major issues to be resolved by the House-Senate Conference Committee include:

- The \$43 billion funding gap between SAFETEA and TEA-LU.
- Donor state issue. Some states, including California, are “donor states” and send more money to Highway Trust Fund than is returned via programs and projects. The House bill guarantees a 90.5% return, while the Senate bill guarantees 95%.
- “Reopener.” TEA-LU also includes a “reopener” provision requiring Congress to revisit the legislation in 2005. Many legislators and observers believe the reopener will mean additional funding will be added to the bill by way of program and earmark funding; additional

¹ According to the House Transportation & Infrastructure Committee on 4/2/02, TEA-LU authorizes \$275 billion. Some observers – including the White House – aver the bill actually authorizes over \$283 billion in programs and projects.

² “Highway projects” is a term that also encompasses many non-construction projects.

³ This project initially secured two earmarks - \$13 million and \$8 million. The Managers Amendment of March 31, 2004 consolidated the earmarks into a single earmark of \$21 million (Item #2249).

revenues for more funding would come from a gas tax increase, currently untenable in this election year.

6. Paying For Transportation Reauthorization – Tax Bills.

On March 23, the House Ways and Means Committee approved H.R. 3971, the Highway Reauthorization Tax Act of 2004. The bill awaits action on the House floor. This bill would raise Highway Trust Fund revenues over the next ten years mainly by way of changes in gasohol tax policy. There is an excellent (if rather technical) Ways & Means Committee explanation of the proposed changes in gasohol policy at the following website:

<http://waysandmeans.house.gov/media/pdf/hr3971/jcx-20-04.pdf>.

A detailed review of related Senate tax legislation is available at the following website:

<http://finance.senate.gov/sitepages/leg/012904leghrts.pdf>

7. White House Veto Threat.

In addition to the significant hurdles facing SAFETEA and TEA-LU in the House-Senate Conference, the White House Office of Management and Budget has announced it would recommend a veto of both bills because they exceed the Administration's \$256 billion transportation reauthorization plan offered earlier this year. In addition, OMB has also threatened a veto due to the House bill's reopener language.

The following excerpt is from a March 30, 2004 OMB Statement of Administration Policy regarding H.R. 3550:

...The Administration believes that surface transportation reauthorization legislation should exhibit spending restraint, provide long-term funding certainty for States and localities, and adhere to the following three principles: (1) transportation infrastructure spending should not rely on an increase in the gas tax or other Federal taxes; (2) transportation infrastructure spending should not be funded through bonding or other mechanisms that conceal the true cost to Federal taxpayers; and (3) highway spending should be financed from the Highway Trust Fund, not the General Fund of the Treasury...

The House of Representatives has made welcome progress towards meeting the Administration's requirements regarding spending levels. However... the House bill authorizes \$284 billion in spending on highways, highway safety, and mass transit over the next six years, a full \$28 billion above the President's request for the same period.

Accordingly, if this legislation were presented to the President in its current form, his senior advisors would recommend that he veto the bill.

In addition, the Administration notes that section 1124 of the bill would prohibit States from receiving most of their highway program funds after September 30, 2005 (approximately 18 months from now), unless a subsequent law is enacted addressing guaranteed rates of return.⁴ This provision is an attempt to obtain significantly higher funding levels by threatening a shutdown of the highway program next year. These levels cannot be supported by current and proposed revenues to the Highway Trust Fund, almost certainly necessitating either an increase in taxes or additional spending financed from the General Fund, violating the principles set forth above. Additionally, the uncertainty created by this provision, which effectively transforms the legislation into a two-year bill, negates the stability and planning benefits of a six-year bill. Accordingly, if legislation were presented to the President that includes a provision such as Section 1124, his senior advisors would recommend that he veto the bill...

8. Outlook.

While transportation reauthorization has made significant moves toward passage by Congress, the biggest obstacle to enactment remains – fundamental disagreement between Congress and the White House over how much funding should be authorized for transportation. There have been reports that House Speaker Hastert received a personal assurance from President Bush that he would sign a \$275 billion bill, but OMB's recommendation is clearly a veto.

Very clearly, there is a large gulf in thought between Congress and senior White House advisors. Congress has only six scheduled legislative days until the TEA-21 extension expires. As with most legislation, the endgame presents the greatest challenges to enactment of transportation reauthorization, and it is unclear whether Congress and the Administration will reach agreement. Vote counts in the House and the Senate indicate that a veto override is possible.

⁴ "Reopener" provision discussed.



STA MEETING SCHEDULE (For The Calendar Year 2004)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
April 16	1:00 p.m.	Alternative Modes Sub-Committee	STA Conference Room	X
April 21	6:30 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	X
April 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
April 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 12	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
May 21	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
May 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
May 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
June 3	10:30 a.m.	Arterials, Highways & Freeways Sub-Committee	Fairfield Transportation Center	
June 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
June 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 9	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
June 16	6:30 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	X
June 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
June 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
July 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
July 14	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
July 16	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Aug. 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Aug. 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X

Aug. 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Sept. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Sept. 8	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
Sept. 17	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Sept. 25	All Day	Transpo. Expo.	Westfield Mall-Fairfield	
Sept. 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Sept. 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Oct. 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Oct. 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Oct. 13	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
Oct. 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Oct. 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Nov. 10	5:00 p.m.	STA Board Meeting	Suisun City Hall	X
Nov. 10	6:00 p.m.	STA 7 th Annual Awards	Fairfield TBD	X
Nov. 19	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Nov. 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Nov. 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Dec. 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Dec. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec. 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Dec. 29	1:30 a.m.	Technical Advisory Committee (TAC)	STA Conference Room	X



DATE: April 5, 2004
TO: STA Board
FROM: Kim Cassidy, Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of March 10, 2004.
- B. Approve Draft TAC Minutes of March 31, 2004.
- C. Proposed Administrative Policy for Approval of Contracts for \$25,000 or less.
- D. Contract Amendment #5 for Transit and Funding Consultant – Nancy Whelan Consulting.
- E. Contract Amendment #3 to the Ferguson Group for Federal Legislative Advocacy.
- F. Contract Amendment No. 4 – Project Delivery Management Group for Project Management Services for the I-80/I-680/I-780 Corridor Study and the I-80/I-680/SR12 Interchange (including North Connector) Project.
- G. Contract Amendment for Development of the County Transportation Expenditure Plan.
- H. Proposed STA Administrative Investment Policy.
- I. Time Extension Request for STIP-APDE Funds and Amended Contract with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station.
- J. YSAQMD Clean Air Fund Program.



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
March 10, 2004

I. CALL TO ORDER

Vice Chair Courville called the regular meeting to order at 6:01 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Marci Coglianese	City of Rio Vista
Mike Segala (Member Alternate)	City of Suisun City
Len Augustine	City of Vacaville
Anthony Intintoli	City of Vallejo
John Silva	County of Solano
Harry Price (Member Alternate)	City of Fairfield

MEMBERS

ABSENT:

Karin MacMillan (Chair)	City of Fairfield
Jim Spring	City of Suisun City

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Melinda Stewart	STA-Asst. Legal Counsel
Dan Christians	STA-Asst. Exec.
	Dir./Director of Planning
Mike Duncan	STA-Director of Projects
Elizabeth Richards	STA-SNCI Program
	Director
Kim Cassidy	STA-Clerk of the Board
Robert Guerrero	STA-Associate Planner
Jennifer Tongson	STA-Projects Assistant
Sam Shelton	STA-Planning Assistant

ALSO

PRESENT:

Gary Cullen	City of Suisun City
Gian Aggarwal	City of Vacaville
Gary Leach	City of Vallejo
Paul Wiese	County of Solano
Yader Bermudez	Caltrans
Erik Ridley	Office of Congresswoman Tauscher
Bernice Kaylin	League of Women Voters- Solano County
Genji Schmeder	Napa County Sierra Club
Nancy Whelan	Nancy Whelan Consulting
Gail Murray	Nelson/Nygaard
Richard Weiner	Nelson/Nygaard
Rob Powell	Vallejo Citizen

III. APPROVAL OF AGENDA

On a motion by Member Alternate Segala, and a second by Member Intintoli, the STA Board approved the agenda with amendments as follows: Agenda Item VII.F modified to read 'Letter of Support for the City of Fairfield's and City of Benicia's Applications for the Safe Routes to School Program' and the addition of a supplement to Agenda Item VIII.A.2.

IV. OPPORTUNITY FOR PUBLIC COMMENT

Robert Powell, Vallejo citizen, provided comment on improving allocations for a bike path to the Linear Park in Fairfield.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Bay Area Voters Approve Regional Measure 2.
- STA Travels to Washington D.C.
- Caltrans Schedules Groundbreaking for I-80/680 Auxiliary Lanes Project.
- Legislative Proposals for Transportation Begin to Surface in Sacramento.
- STA and Transit Operators Plan Solano County's Transit Future.
- Highway Subcommittee to Host Cordelia Truck Scales Study Tour.
- STA Staff Update.

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans: Yader Bermudez provided an update on several transportation projects including: the I-80/680 Auxiliary Lane project,

Truck Climbing Lane project, SR 12 east rehabilitation project, and groundbreaking for the 680/SR 12 Auxiliary Lane project.

B. MTC: A full report and T-2030 will be agendized for April 14, 2004.

C. STA Report

1. Presentation of Draft I-80/680/780 Transit Corridor Study.

Dan Christians provided an update on the I-80/680/780 Transit Corridor Study including: existing service, basic principles, proposed service improvements, estimated capital cost operating costs and next steps.

2. Presentation of Draft Senior and Disabled Transit Study

Richard Weiner and Gail Murray (Nelson Nygaard) provided an overview of the study objectives, demographic trends, public outreach methodology, short term recommendations and strategies, estimated costs and next steps.

VII. CONSENT CALENDAR

On a motion by Member Coglianese, and a second by Member Silva, the consent items were unanimously approved.

A. STA Board Minutes of February 11, 2004

Recommendation: Approve STA Board minutes of February 11, 2004.

B. Approve Draft TAC Minutes of February 25, 2004

Recommendation: Receive and file.

C. Authorization for the STA to Provide Administrative and Legal Functions for STIA as Part of the Development of a CTEP

Recommendation: Approve the following:

1. Authorize the STA to perform administrative and legal duties and functions on behalf of the STIA until November 10, 2004.

2. Direct STA staff to maintain accounting and fiscal records of administrative and legal services performed by STA on behalf of the STIA.

D. Appointment of Bicycle Advisory Committee Members (BAC)

Recommendation: Appoint the following to participate in the STA's Bicycle Advisory Committee for a three-year term ending December 2007:

1. Jim Fisk, Dixon Member
2. Mick Weninger, Vallejo Member
3. Bill Schmidt, Member-at-Large

- E. Appointment of Pedestrian Advisory Committee Members (PAC)**
Recommendation: Appoint Barbara Comfort to the Pedestrian Advisory Committee representing the Solano County Agricultural Advisory Committee for a three-year term ending December 2007.
- F. Letter of Support for the City of Fairfield's and City of Benicia's Application for the Safe Routes to School Program**
Recommendation: Authorize the Executive Director to forward letters of support for the following:
1. The City of Fairfield's Safe Routes to School application for \$59,000.
 2. The City of Benicia's Safe Routes to School application for \$264,000.
- G. Resolution for the FY 2004-05 FTA Section 5310 Program to Replace One Solano Paratransit Vehicle**
Recommendation: Adopt a resolution for STA's application for FY 2004-05 FTA Section 5310 funds stating that no nonprofit agencies were able to demonstrate its ability to provide a service similar to Solano Paratransit.

VIII. ACTION ITEMS: FINANCIAL

- A. Consultant Services Contracts for Programmatic EIR and Public Input for Development of CTEP**
Daryl Halls summarized consultant services needed to assist in developing the County Transportation Expenditure Plan (CTEP), to coordinate and facilitate public input, to develop public information materials, update the Programmatic Environmental Impact Report (EIR) and develop the sales tax ordinance. He reviewed the current resources provided by staff, the proposed schedule for development of the CTEP and staff's recommendation that the STA Board approve authorizing the Executive Director to retain consultant services to develop and update the Programmatic Environmental Impact Report (EIR) for the CTEP, a separate consultant to coordinate and facilitate the public input meetings which will be held as part of the CTEP and the purchase of the data privately derived from a public opinion poll.
- Recommendation: Approve the following:
1. Authorize the Executive Director to enter into a consultant services contract with Jones & Stokes for the development of the Programmatic EIR update for the County Transportation Expenditure Plan (CTEP) by the Solano Transportation Improvement Authority (STIA) for an amount not to exceed \$40,000.
 2. Authorize the Executive Director to enter into a consultant services contract with Public Affairs Management (PAM) for the facilitation of ten public input meetings as part of the development of the CTEP by the STIA for an amount not to exceed \$20,000.

3. Authorize the Executive Director to purchase the privately funded public opinion poll data conducted by Moore & Associates in November 2003, for an amount not to exceed \$7,500.

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

B. Solano-Napa Countywide Travel Demand Modeling Contract with the City of Fairfield

Dan Christians explained the consultant services needed to maintain the Countywide Traffic Model (currently provided by the City of Fairfield) for the Congestion Management Program and stated that for various planning and project development activities the STA continues to require modeling services to maintain the current model.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a two-year contract with the City of Fairfield to provide on-going travel demand modeling services in an amount not to exceed \$80,000 a year for FY 2003-04 and FY 2004-05 plus three additional potential optional years (2005-06, 2006-07, and 2007-08) if determined needed by the Executive Director and subject to additional budget authority for each optional year.
2. Approve the preliminary Scope of Work as contained in Attachment A.

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

IX. ACTION ITEMS: NON-FINANCIAL

A. 2004 STIP – Transportation Enhancements (TE) Projects

Mike Duncan outlined funding levels for restricted State Transportation Improvement Program (STIP) funds for Solano County and the Federal programming guidelines for the proposed 2004 STIP with Transportation Enhancement (TE) obligated for the reserve program programmed as Reserve Lump Sum to allow the flexibility of identifying projects at a later time.

Recommendation:

Approve the following:

1. Program Transportation Enhancements (TE) funds in the 2004 STIP as a Reserve Lump Sum by fiscal year as shown in Attachment C.
2. Authorize the Executive Director to submit the 2004 STIP Transportation Enhancement programming for Solano County to MTC.

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

B. Status Report on Solano Comprehensive Transportation Plan

Dan Christians provided an update on the Solano County Comprehensive Transportation Plan (CTP), the revised schedule and recommendations from recent studies, including the I-80/680/780 Corridor and Transit Corridor Studies, Senior and Disabled Transit Study and the Countywide Bicycle Plan.

Board Comments:

Member Intintoli expressed concern about the types of presentations being made to the cities, pertaining to the I-80/680/780 Corridor Study, and the perception of these presentations. He requested the STA be prepared to describe the process for specific projects recommended in the study.

Daryl Halls commented that the STA plans to collaborate with the City of Vallejo and Caltrans regarding the mid-term and long-term improvements to the Corridor.

Members Messina and Sperring asked about the timeframe for adopting these plans.

Recommendation: Approve the following:

1. A modified schedule for development and adoption of the CTP update as specified in Attachment B.
2. Request staff provides informational presentations to each city council and the Board of Supervisors during April and May 2004 to provide information on recently completed corridor and transit studies and needs assessments as part of an overview of the Solano Comprehensive Transportation Plan update.

C. Request to MTC for Surface Transportation Program/Congestion Mitigation Air Quality (STP/CMAQ) Funds for:

1) I-80/Leisure Town Road Overcrossing - \$4.65M (replaces STIP)

2) Completion of I-80/I-680/SR 12 Interchange PA/ED - \$6.8M (replaces TCRP)

Mike Duncan explained the delays to projects funded with State Transportation Improvement Program (STIP) funds for FY 03-04 and the potential elimination of funds for projects with Traffic Congestion Relief Program (TCRP) allocations approved by the CTC. He cited the potential availability of Federal cycle funds through the Metropolitan Transportation Commission (MTC).

Recommendation: Recommend the STA Board of Directors authorize the Chair to do the following:

1. Send a letter to MTC immediately requesting \$4.65M in STP/CMAQ funds to replace \$4.65 M in FY 2003-04 STIP funds for the I-80/Leisure Town Road Overcrossing project.
2. Send a letter to MTC requesting \$6.8M in STP/CMAQ funds to replace TCRP funds to complete the I-80/I-680/SR 12 Interchange PA/ED, if the TCRP program is terminated.

X. INFORMATION ITEMS

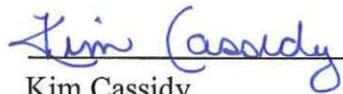
No verbal reports were provided.

- A. **Development of Track 1 Projects for Transportation 2030**
- B. **Draft I-80/680/780 Transit Corridor Study**
- C. **Senior and Disabled Transit Study**
- D. **Freeway System Management Program**
- E. **Cordelia Truck Scales Relocation Study – Update**
- F. **STP/CMAQ/TEA Obligation Authority Priorities**
- G. **State Route 12 Major Investment Study – Operational Strategy**
- H. **Regional Measure 2 (RM2) Public Informational Program**
- I. **Funding Opportunities Summary**

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:18 p.m. The next regular meeting of the STA Board is scheduled for April 14, 2004, 6:00 p.m. at Suisun City Hall Council Chambers.



Kim Cassidy
Clerk of the Board

4-7-04

Date:



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
March 31, 2004

I. CALL TO ORDER

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

Present:

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

Others Present:

Ed Huestis	City of Vacaville
Gian Aggarwal	City of Vacaville
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA
Janice Sells	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masielat	STA
Craig Goldblatt	MTC

II. APPROVAL OF AGENDA

On a motion by Paul Wiese, and a second by Mark Akaba, the STA TAC unanimously approved the agenda with the following additions: Agenda Item# VI.C, Congestion Management and Air Quality Improvement Program for Eastern Solano County (ECMAQ) and Agenda Item# VII.J, YSAQMD Clean Air Fund Program.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: Craig Goldblatt provided an update on programming capacity for the transportation improvement plan for state and regional levels. He also announced the upcoming fund source application deadline for the Traffic Engineering Technical Assistance Program (TETAP) on April 16.

STA: Dan Christians announced the cancellation of the 2004 Transpo Expo event in May to be rescheduled for September 25, 2004. Robert Meleg was introduced as the new TAC representative for Rio Vista.

V. CONSENT CALENDAR

Recommendation:

- A. Minutes of the TAC Meeting of February 25, 2004
- B. STA Board Meeting Highlights – March 10, 2004
- C. STIA Board Meeting Highlights – March 10, 2004
- D. Funding Opportunities Summary
- E. Times Extension Request for STIP-APDE Funds and Amended Contract with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Trans Station

Recommendation:

Forward the following recommendations to the STA Board:

1. Authorize the Executive Director to request Caltrans Division of Rail to modify the "Intercity Rail Passenger Facility Agreement" dated December 12, 2001 for the Fairfield/Vacaville Intermodal Train Station by revising the project description, scope of work and project budget and extend the term of the agreement one additional year through June 30, 2005.
2. Subject to obtaining the time extension request from Caltrans as stated in Recommendation No. 1 above, authorize the Executive Director to approve a contract amendment, (including a time extension through June 30, 2005), with Wilbur Smith Associates and to modify the scope of work and schedule to complete negotiations and obtain approval from the Union Pacific Railroad, and retain additional sub-consultants (as needed) to complete the environmental, preliminary engineering and station design work and other related project development activities by June 30, 2005.

On a motion by Janet Koster, and a second by Dale Pfeiffer, the STA TAC unanimously approved the consent calendar.

VI. ACTION ITEMS

A. Development of Track 1 and Big Tent Projects for Transportation 2030

Dan Christians reviewed the development of draft options for T-2030 Track 1 and ITIP Projects and submittals of potential T-2030 "Big Tent" projects included in a County Transportation Sales Tax Measure. He noted that the STA Board is scheduled to approve a new Track 1 list on May 12, 2004 for submittal to MTC by May 21, 2004.

A special TAC meeting was scheduled at 2:00 p.m. on Thursday, April 8, 2004 to discuss further refinement to the proposed draft T-2030 Track 1 and ITIP projects.

Recommendation:

Forward the following recommendation to the STA Board:

1. A Draft List of Track 1, ITIP and Big Tent Projects for consideration and discussion at the Transportation 2030 public hearing scheduled for April 14, 2004.

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the TAC unanimously recommended tabling this item for discussion and action at the special TAC meeting on April 8, 2004.

B. Legislative Update – March 2004

Janice Sells provided this month's legislative report to five bills covering two specific topics. This included a proposal to increase the state fee on gas to provide new revenue for transportation and limiting the State Legislatures' authority to divert Proposition 42 transportation funds to bail out the State General Fund. Janice Sells informed the TAC that the members of the Intercity Transit Consortium voted to table action on AB 2847 and SB 1614, but supported the other three pieces of legislation.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. AB 2847 - Support
2. SB 1614 - Support
3. ACA 21 - Support
4. ACA 24 - Support
5. ACA 29 - Support

On a motion by Morrie Barr, and a second by Mark Akaba, the STA TAC unanimously approved the staff's recommendation for all five bills.

C. Congestion Management and Air Quality Improvement Program For Eastern Solano County (ECMAQ)

Mike Duncan outlined the \$1.2M proposed Eastern Solano CMAQ Programming for FY 2003-04 which includes the Dixon Multimodal Transportation Center Phase 2, Electric Vehicle Program Expansion, Purchase of Compressed Natural Gas (CNG) Vehicles, Rio Vista Main Street Improvements, and Regional Spare the Air Program (SNCI Rideshare Program). Although the proposed amount for the Regional Spare the Air Program is \$150,000 it was discussed that future uses of ECMAQ for the SNCI program would be tied to population. Mike Duncan noted these projects would be programmed and obligated prior to September 30, 2004.

Recommendation

Forward a recommendation to the STA Board to approve the proposed ECMAQ Programming for FY 2003-04 as shown in Attachment A.

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation with an amendment to add the agency name to the proposed projects list shown in Attachment A.

VII. INFORMATION ITEMS

A. County Transportation Expenditure Plan Update

Daryl Halls explained the proposed timeline and public input process for development of the County Transportation Expenditure Plan, Revenue Projects for Sales Tax and Federal and State Funds, and Draft Project Cost Estimates. He announced public input process meetings are being coordinated in each of the seven cities along with the three meetings of the Citizen's Advisory Committee (CAC) during the months of April and May.

B. Federal TEA 21 Reauthorization Update

Daryl Halls highlighted a recent visit to Washington D.C. made by members of the STA Board and staff to request federal earmarks as part of the 2004 Appropriations funding for the Vallejo Station and the Fairfield/Vacaville Rail Station and TEA 21 Reauthorization earmarks for the I-80/680/SR 12 Interchange and Jepson Parkway. He also announced the upcoming I-80/680 Auxiliary Lane project's groundbreaking event in Cordelia on April 16, 2004 at 10:00 a.m.

C. State Budget Update

Mike Duncan provided an update on the Governor's proposed FY 2004-05 budget and the potential impacts on transportation in California. He cited that no Legislative action will occur until after the Governor provides the May Revisions to the budget he proposed in January.

- D. I-80/I-680/I-780 MIS/Corridor Study – Draft Study**
Mike Duncan reviewed the incorporation of the findings/recommendations from the Mid-Term and Long-Term projects to the Transit Corridor Study and information from the Truck Scales Relocation Study into recommendations for the corridor. He noted that STA staff will schedule presentations to the City Councils and the Board of Supervisors in April to ensure there is a greater awareness of the information in the study for the elected officials and the public for each community.
- E. Highway Projects Status Report**
Mike Duncan provided a status report to I-80/I-680/SR 12 Interchange, North Connector, I-80/I-680/I-780 MIS/Corridor Study, I-80/I-680/I-780 Transit Corridor Study, Caltrans Auxiliary Lanes Project, Jepson Parkway, Highway 37, Highway 12 (Jameson Canyon and 12/29 Interchange), Highway 12 (East), and I-80 Widening (Dixon to Vacaville).
- F. Use of STP/CMAQ Second Cycle Funding as STIP Backfill**
Mike Duncan explained the Bay Area CMA Directors' programming proposal to the Partnership Board on how to modify the programming of Second Cycle STP/CMAQ/TE to "free-up" Federal funds to backfill a list of critical STIP projects. The proposal will be considered for adoption by the full Commission on March 24, 2004.
- G. Cordelia Truck Scales Relocation Study – Update**
Mike Duncan updated the TAC on the design criteria using advanced technology discussed by all agencies. He noted that Caltrans and CHP staff will recommend to complete the relocation study and sending a separate recommendation for a follow-on study to develop the new criteria. He also announced the upcoming Arterials, Highways and Freeway Committee scheduled to meet on April 2 and a planned tour of the Truck Scales.
- H. Local Street and Regional Roads Update**
Mike Duncan provided an update on the options to be evaluated for allocating \$990.5M in Regional funds at both the County level and jurisdictional level over the 25 years of Transportation 2030.
- I. Regional Measure 2 (RM 2) – Next Steps**
Janice Sells summarized the passage of RM2 and the funding for Solano County projects. She outlined the application process for project sponsors to submit for RM2 funding that is being developed by MTC during the next few months.
- J. YSAQMD Clean Air Fund Program**
Robert Guerrero provided a funding summary for the FY 2004-05 YSAQMD Clean Air Fund recommended by the YSAQMD/STA Screening Committee.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:00 p.m. The next regular meeting of the STA TAC is scheduled for Wednesday, April 28, 2004 at 1:30 p.m.

A special meeting of the TAC is scheduled for April 8, 2004 at 2:00 p.m. to discuss potential Transportation 2030 Track 1 and ITIP projects.



DATE: April 6, 2004
TO: STA Board
FROM: Charles O. Lamoree, STA Legal Counsel
RE: Proposed Administrative Policy for Approval of
Contracts for \$25,000 or Less

Background:

Approval of small contracts: At the February Board meeting, a verbal report was made about an anomaly in STA's accounting policies that meant that STA was inconsistent with both Federal Highway Administration and Caltrans rules on the same subject. The issue related to contracts with consultants and other providers that were for \$25,000 or less.

STA's existing accounting policies do not address these issues; rather they more directly deal with purchasing office supplies, travel and conference costs, and for administrative matters such as the annual audit. The most direct discussion of this issue is in the agency's contract with the Executive Director that authorizes him to enter into contracts up to \$10,000 without Board approval.

Both the Federal Highway Administration and Caltrans have established rules for how local agencies, such as STA, should contract with consultants, contractors and other providers of goods and services when state or federal transportation funds are being used. For contracts that are \$25,000 and less, Caltrans authorizes "an informal method of procurement." The Caltrans Local Assistance Procedures Manual provides details on this procedure. However, one aspect of federal funding rules note that: even if informal procurement processes are used when the contract is under \$25,000, the use of federal funds means that (1) any contractor should meet DBE requirements and (2) the contract should reference necessary compliance with federal regulations such as record retention and audits. STA's standard consultant's contract includes the necessary federal contract requirements.

Discussion:

The financial policy noted for your consideration is to bring STA/STIA procedures into consistency with state and federal procedures for small contracts that do not exceed \$25,000.00.

In order to make STA's processes consistent with the federal and state transportation agencies, it recommend that the STA Board adopt the policy as specified in Attachment

A to authorize the Executive Director to enter into such minor contracts and the process for the selection of contractors.

Recommendation:

Approve the purchasing policy as specified in Attachment A for contracts of \$25,000 and less.

Attachment:

A. Purchasing policy relative to contracts of \$25,000 and Less

April 14, 2004

Purchasing policy relative to contracts of \$25,000 and less.

Informal contract procedure for services, equipment or general services not exceeding \$25,000.

- A. The Executive Director is authorized to approve contracts for amounts which do not exceed \$25,000 as set forth in this policy.
- B. This policy sets forth the procedures for the purchase of supplies, equipment and services, including consultant services, of \$25,000 or less. Such contracts shall be made by the Executive Director in the open market, following the procedures prescribed in this section.
 - 1. *Notice inviting quotes/bids.* The Executive Director or his/her designee shall solicit quotations or bids from prospective responsible vendors by written request (including facsimile and electronic mail) or by telephone.
 - 2. *Minimum number of quotes/bids.* Whenever possible, the selection of a vendor/contractor shall be based on at least three informal quotations/bids, and shall be awarded to the lowest responsible bidder in the best interest of the agency.
 - 3. *Quotes/bids.* Quotes/bids shall be submitted to the Executive Director or his/her designee, who shall keep a record of all open-market orders and quotes/bids for a period of one year after the submission of the quotes/bids or placing of orders. This record shall be open to public inspection.
 - 4. *Written quotes/bids.* Any response to a quote/bid for a purchase of more than five thousand dollars must be submitted in writing (including facsimile and electronic mail.) All written quotes must be received by the time determined by the Executive Director or his/her designee or they quote/bid shall be considered non-responsive.
 - 5. *No responsive quotes/bid.* If no bid, or not responsive bid, is received after inviting quotations under this section, the Executive Director or his/her designee may proceed to hire/have services performed or purchase the supplies in the open market.
 - 6. *Rejection of quotes/bids.* The Agency may reject any quote/bid which fails to meet the specific purchase requirements or all quotations, for any reason whatsoever, and may invite new quotations.
 - 7. *Award of contract.* The Executive Director is authorized to award contract for \$25,000 or less when the Agency Board has budgeted funds for the project and amount of the award is not more than the budgeted amount.
- C. Exceptions to the informal contract procedure. The above informal quote/bid procedures need not be followed:
 - 1. In the event of an emergency or an emergency condition arises as defined by state law.
 - 2. Where it has been determined that supplies, equipment or general services required by the agency are unique and available only from one source, so that the quotation/bidding procedure required by this section would be meaningless. The basis upon which this determination is made must be submitted to the Executive Director in writing for approval and said basis

therefore retained in the records of the Agency for one year following the award of contract.

3. Where supplies, equipment or general services are purchased through a cooperative purchasing arrangement with federal, state or other local governmental agencies.



DATE: April 14, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Amendment #5 for Transit and Funding Consultant -
Nancy Whelan Consulting

Background:

On July 10, 2001, the STA Board approved two separate consultant contracts for Project Management/Funding and Transit Funding consultants. Both consultant contracts were issued to provide consultant assistance to replace the vacant Deputy Director for Projects following the departure of John Harris from the STA on July 12, 2001. In late July, Dale Dennis, the Project Delivery Management Group, was selected to serve as Project Management/Funding Consultant. Nancy Whelan, Nancy Whelan Consulting, was selected to serve as the Transit and Funding Consultant. She has continued to provide a high level of expertise and is successfully achieving the specific tasks outlined in her scope of work. Specifically, she provides invaluable financial and budgeting expertise and support to the STA's management team.

In FY 2002/03, two STA staff, Elizabeth Richards and Jennifer Tongson, began to assume a larger role in the area of transit coordination and transit funding respectively. Nancy Whelan's consulting services contract was modified to focus more toward providing support to STA's financial and accounting tasks. A fourth amendment to the contract, with Nancy Whelan Consulting for Transit and Funding Consultant Services, was approved by the STA Board on September 10, 2003, extending the contract to June 30, 2004.

Discussion:

The Transit and Funding Consultant, Nancy Whelan, continues to serve in the dual role of monitoring and managing the STA's transit contracts (Route 30 and Solano Paratransit) and transit funding and coordination (TDA claims, Unmet Transit Needs process and STAF funds), and assisting in the development of the STA's 2003/04 and 2004/05 budget. Currently, she is developing detailed five year revenue and expenditure estimates for the STA's operating budget in preparation for the FY 2004/05 budget update and adoption of the FY 2005/06 budget. In addition, she will be developing draft transit operating fund sharing agreements for the Inter-city Transit routes as outlined in the draft I-80/680/780 Transit Corridor Study and is assisting staff in development of the project cost estimates for the transit projects and services as part of the County Transportation Expenditure Plan.

She has done an outstanding job in performing both financial and transit funding. These tasks are vital functions that the STA needs to continue to perform. Attached is an updated scope of work

to reflect her anticipated work activity on behalf of the STA. Staff is recommending this contract amendment be extended until June 30, 2005 for a not to exceed amount of \$40,000.

Fiscal Impact:

The estimated fiscal impact for the contract is \$40,000 and will be covered through a combination of TDA and STAF funds budgeted as part of the Services section of the STA's FY 2004/05 budget.

Recommendation:

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2005 for an amount not to exceed \$40,000.

Attachment:

A. Scope of Services for Nancy Whelan Consulting

SOLANO TRANSPORTATION AUTHORITY

**SCOPE OF SERVICES
FOR NANCY WHELAN CONSULTING**

April 6, 2004

PARATRANSIT

- Assist in updating Solano Paratransit funding shares and update cost sharing formula with new population and trip data.
- Identify means for addressing prior year shortfalls.
- Assist in transferring title of STA owned paratransit vehicles to Fairfield.

TRANSIT

- Develop fund sharing agreements for I-80/680/780 Transit Corridor services. Research best practices in fund sharing and analyze impacts of various options.

TDA/STAF CLAIMS PROCESSING

- Submit FY 04 Revised and FY 05 TDA/STAF Claims to MTC.
- Track revenue receipts from TDA and STAF.

STA BUDGET and ACCOUNTING

- Assist accounting staff in preparing quarterly financial reports (budget vs. actual) in spreadsheet form for presentation to the STA Board.
- Assist in annual budget development and monitoring as requested.
- Develop salary and benefits estimates for the annual budget.

LONG TERM REVENUE AND EXPENDITURE ESTIMATES

- Develop long range sales tax, TDA, STAF, and state and federal revenues for Solano County transportation projects and programs.
- Develop long range expenditure plans by mode/project based on the Comprehensive Transportation Plan.
- Assist in integrating long range revenue forecasts and expenditure plans in the potential half cent sales tax expenditure plan.
- Assist in identifying methods for allocating "local return" funds to local jurisdictions being considered for the half cent sales tax measure.



DATE: April 5, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Amendment #3 to the Ferguson Group for
Federal Legislative Advocacy

Background:

In March 2001, the STA Board authorized staff to enter into a contract with the Ferguson Group LLC for legislative advocacy services in support of STA's Federal priority projects. Since that time there have been two amendments to that contract, which expired on March 31, 2004.

Since 2001, the STA's federal lobbying effort has been a partnership with the Cities of Fairfield, Vacaville and Vallejo. Each agency has participated equally in the funding of the Ferguson Group contract. The STA's federal advocacy efforts have focused on obtaining federal earmarks for four priority projects: 1) the I-80/680/SR 12 Interchange, 2) Jepson Parkway, 3) the Vallejo Station, and 4) the Fairfield/Vacaville Rail Station.

Discussion:

The Ferguson Group, LLC, continued to provide a high level of advocacy service during the 2003-04 Federal Legislative process. Mike Miller of the Ferguson Group has consistently informed STA about activities in the Federal arena, coordinated all necessary paperwork to insure high priority placement of STA Priority Projects in the annual Appropriations and recent Reauthorization process, and organized and helped strategize lobbying trips to Washington, D.C., for STA Board and staff members. The Ferguson Group has demonstrated their effective and positive relationships with Solano's federal representatives and their staffs.

APPROPRIATIONS

As part of the 2003 Transportation Appropriations Bill, the STA obtained earmarks for the Vallejo Station (\$1.2 million) and the Fairfield/Vacaville Rail Station (\$700K). This marked the fourth year in a row that Congressman George Miller has assisted the Vallejo Station with an annual earmark for the project and the second year in a row that Congresswoman Ellen Tauscher obtained an earmark for the Fairfield/Vacaville Rail Station since she began representing a part of Solano County in 2001/2002.

TEA 21 REAUTHORIZATION

This year marked the first opportunity for the STA to pursue Federal Reauthorization earmarks, under this federally lobbyist partnership, since the passage of TEA 21 in 1998. This past month, earmarks were included in the House version of TEA 21 Reauthorization, thanks to the efforts of Congressman Miller and Congresswoman Tauscher, and the coordination efforts of the Ferguson

Group. An earmark of \$21 million was targeted for the I-80/680/SR 12 Interchange and \$2 million for Jepson Parkway/Travis Air Force Base Access Improvements.

The annual contract amount with the Ferguson Group for federal advocacy services has been \$72,000, with the STA and each of the three cities covering \$18,000 of the cost through a separate agreement. This contract amount has been in place since the inception of the contract in 2001 and STA staff proposes the continuation of this contract with an increase to \$80,000, plus \$4,000 to cover direct travel and reimbursable expenses directly related to the services provided by the consultant under this contract. If the costs for the contract are equally distributed to the four agencies, the STA's contribution will increase from \$18,000 to \$21,000 per year.

The same terms for the contract would remain in place and the contract would be extended for a 12 month period (April 1, 2004 – March 31, 2005).

Fiscal Impact:

There fiscal impact would be an increase from \$18,000 per year to \$21,000. The STA's \$21,000 contribution would be budgeted in the STA's FY 2004-05 General Operations Services Category for this amount.

Recommendation:

Approve the following:

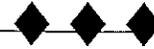
1. Authorize the Executive Director to extend the contract with the Ferguson Group, LLC, (Amendment #3) for federal legislative advocacy services through March 31, 2005 at a cost not to exceed \$84,000.
2. The expenditure of an amount not to exceed \$21,000 to cover the STA's contribution for this contract.
3. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's four priority projects.

Attachment:

- A. Proposed Scope of Work

The Ferguson Group, LLC

1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94559
Phone (707) 254-8400 ♦ Fax (707) 254-8420



DRAFT

**Solano Transportation Authority
City of Fairfield
City of Vacaville
City of Vallejo**

**Proposed Scope of Work
April 2004 – March 2005**

March 15, 2004

Table of Contents

- A. Scope of Work – Generally.**
 - B. Scope of Work – Tasks and Work Product.**
 - C. Project Team.**
 - D. Agreement Terms – Professional Services and Expenses.**
-

The Ferguson Group is pleased to present for consideration this proposed scope of work for federal advocacy services to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo ("the Clients" hereafter). We are happy to discuss the scope or work to ensure our efforts meet the needs of the Clients.

Please note that some of the work outlined in this scope is currently underway. We are including information regarding ongoing efforts for purposes of completeness.

A. Scope of Work – Generally.

The Clients Needs. The Ferguson Group understands that our federal advocacy services will continue to focus on the following projects proposed for funding under the reauthorization of TEA-21 ("T3"):

- 80/680 Interchange;
- Jepson Parkway;
- Baylink Intermodal Facility; and
- Fairfield / Vacaville Intermodal Facility.

In addition, it is our understanding that federal advocacy services will include Fiscal Year 2005 appropriations efforts on some or all of these projects. Services will also include monitoring transportation legislation that may directly or indirectly affect the Clients, and advising the Clients regarding supporting or opposing such legislation.

Working with Legislative and Administration Offices. A key component of our efforts is to consistently provide reliable and useful information to elected officials and staff at the federal level. Over years of working with Congress and Administration officials and offices, The Ferguson Group has developed strong working relationships – based on trust and reliance – with key legislators, Administration officials and staff. The Ferguson Group's ongoing dialogue with Northern California's congressional delegation provides an extraordinarily valuable benefit to the Clients from the outset. In addition, Capitol Hill is often an unstable work environment, and The Ferguson Group adapts quickly to changes in office holders, committee membership, and congressional staff to help secure continuity in support for projects.

The Ferguson Group will maintain continuous contact with the Northern California congressional delegation to keep those offices focused on the Clients' agenda. We will also enhance the Clients' relationship with the Administration, congressional leadership, and congressional committee staff. We have strong working relationships with House and Senate committee leaders from both parties, and we maintain key contacts within the White House and federal agencies that have proven beneficial to our clients and their agendas.

Coordinating Lobbying Trips. The Ferguson Group and the Clients have already completed our first lobbying trip for calendar year 2004. We worked closely with the Clients to develop a specific plan for face-to-face lobbying activities between the Clients, elected officials and staff and appropriate Members of Congress, Senators, and congressional staff. In addition to area

representatives, The Ferguson Group targeted and scheduled meetings with key Members and staff of germane congressional committees, as well as appropriate House and Senate leadership Members and staff. We will continue to advise the Clients regarding whether any additional meetings in Washington are advisable and will coordinate any such meetings. We will also continue to advise the Clients regarding meetings and other communications with our regional congressional delegation and staff in California.

Team Approach. The Ferguson Group utilizes a team approach to bring our client's expertise to bear on all projects. While The Ferguson Group will promote the Clients' interests on a regular basis with Members of Congress, Senators, and key staff, we also anticipate advising and assisting the Clients in direct communications with legislators, congressional staff, and federal administrative agency officials.

Summary of Regular Activities. The Ferguson Group will continue to regularly undertake the following activities on behalf of the Clients in Calendar Year 2004 (please note that many of these activities are already underway or have been completed):

- Assist in the preparation of funding requests to Congress and the federal agencies.
- Act as liaison with the California congressional delegation, as well as facilitate meetings and communications with other key Members of Congress, Senators, and staff.
- Act as liaison with federal agency officials and staff.
- Prepare briefing sheets, talking points, and other materials needed for meetings with congressional offices and the Administration.
- Draft testimony for congressional hearings (if useful).
- Prepare support letters, letters of request for assistance, and all other support materials needed to ensure the success of goals and objectives.
- Review and report on all pertinent, pending legislation and regulations, including all pre-legislative session committee meetings, hearings, and conferences.
- Attend relevant industry meetings in Washington.

Progress Reports. The Ferguson Group will provide regular progress reports to the Clients specifically tailored to the status of the Clients' projects. The Ferguson Group will also regularly provide legislative updates focusing on transportation.

Reporting Requirements and Filings. The Ferguson Group prepares and files all necessary reporting and disclosure documents as required under federal law.

B. Scope of Work – Tasks and Work Product.

The Ferguson Group will assist the Clients in all matters of interest to the Clients pertaining to the federal funding for the four projects identified *supra*. We will also advise the Clients regarding germane legislative, regulatory, and other administrative matters not directly related to federal funding. The milestones and pace of our efforts are driven by the T3 reauthorization process, the Fiscal Year 2005 congressional budget process, and other legislation related to federal spending. Our strategy to achieve the Clients' objectives consists of two main components:

- Project development; and
- Project advocacy.

Both components are essential to success and must be carried out fully. If a good project lacks proper advocacy, it is likely to be pushed aside during the budget process and left without funding. Similarly, a flawed project usually will not withstand the tests of the congressional appropriations notwithstanding a comprehensive advocacy effort. The Ferguson Group will work with the Clients to ensure that project development and advocacy are efficient, effective, and result in putting projects in the best possible position to receive federal funding.

Project Development. Our approach to project development is based on formulating and prioritizing requests for federal funding which:

- address important needs and goals as established by the Clients;
- meet any and all formal or informal criteria for federal funding as established by Congress or administrative agencies; and
- fit the needs and philosophies of the Clients' congressional delegation and are likely to be successfully supported and promoted by the delegation.

Much of our project development work is already complete. Last year, we assisted the Clients in identifying and developing our three initial projects based on the criteria outlined *supra*. We will continue to work with the Clients to fine-tune our project requests for the three original priority projects, and we will also continue to assist the Clients with developing the Fairfield / Vacaville Intermodal Facility project.

The following points present project development tasks in approximate chronological order. We note again that project development is ongoing, and some of the tasks and work product set forth below are already complete.

Task 1: Research and Identify Federal Funding Opportunities (Oct 03 - Feb 04). The Ferguson Group (TFG) reviews and identifies federal funding opportunities – both actual and potential – as presented by T3 and appropriations legislation. This research allows us to

efficiently assess the likelihood of funding for projects in the early phases of specific project development. In addition to reviewing legislation and administration publications, TFG maintains communications with key Members of Congress, congressional staff, and Administration officials and staff regarding funding opportunities and trends. This task is already well underway.

- Work product: research and develop funding opportunity information for meetings with the Clients, communications with congressional and Administration contacts regarding funding opportunities and trends, especially those related to T3.

Task 2: Initial Congressional Delegation Review (Nov 03 - Feb 04). TFG will continue to discuss the proposed project agenda on an informal basis with key congressional representatives to secure initial support or identify challenges associated with particular projects. The Ferguson Group met in November and December with congressional staff to discuss our projects and the Members' interests and priorities.

- Work product: briefing materials for congressional meetings.

Task 3: Finalize Project Agenda, Descriptions, & Project Submission (Jan – Mar 04). The Ferguson Group continues to work with the Clients to develop and refine our project requests. TFG will continue to discuss congressional comments on our project agenda.

TFG will work with the Clients to finalize project descriptions and supporting materials for project submission – including subcommittee and Member questionnaires – for both FY 04 appropriations and T3 reauthorization. TFG will draft correspondence to congressional offices requesting support for projects. TFG will coordinate communications with congressional offices and confirm submission of project requests in advance of congressional deadlines. TFG also provides to congressional offices, whenever possible, draft correspondence for the use of congressional offices.

- Work product: project descriptions, supporting materials, congressional correspondence and other communications.

Project Advocacy. Our approach to project advocacy is based on the following two precepts:

- Our clients are the best advocates for our projects; and
- The more we ease burdens on congressional offices, the more success we realize.

With the foregoing in mind, the project advocacy component and phase of our strategy includes the tasks outlined below.

Task 4: Project Submission and Initial Support (Jan – April 04). This task overlaps with Task 3 of the project development phase. While ensuring project submission deadlines are met by the Client as well as by the congressional offices, TFG advocates on behalf of the Client for early congressional support for the Clients' project agenda – both the appropriations side and the T3 side. TFG supports congressional staff with project descriptions and draft correspondence to

appropriations committees in support of funding requests. TFG drafts correspondence from the Client requesting project support and provides project background memoranda to congressional staff. TFG meets with congressional staff to ensure project submission and support. TFG is also available to work with the Clients' public relations officers to develop local and regional support for project requests. When appropriate, TFG also coordinates communications with the Office of Management and Budget to facilitate consideration of project support in the President's budget request.

- Work product: communications with congressional offices, draft Client correspondence, draft congressional correspondence, congressional memoranda, any and all project support material required or requested by congressional committees, communications with Clients' public relations officer regarding local and regional support for projects, communications with OMB regarding President's budget request.

Task 5: Client Advocacy (Mar – May 04). TFG will continue to provide full advocacy support to the Clients, including but not limited to meeting scheduling, briefing materials and talking points for meetings, meeting attendance and participation, and travel assistance. TFG staff will continue to accompany the Clients to meetings in Washington and California, and follows up on action items resulting from meetings, including letters of appreciation. TFG will also advise the Clients regarding additional communications at key points throughout the reauthorization and appropriations processes, and provides draft correspondence, contact information, and talking points to the Clients. In addition, TFG will draft and submit congressional testimony on behalf of the Clients in support of all funding requests. TFG will also advise the Clients regarding building and maintaining a strong working relationship with congressional offices, and as appropriate, with Administration officials and staff.

- Work product: meeting schedules, briefing materials, talking points, draft correspondence, communications with the Clients, congressional testimony, assistance with accommodations.

Task 6: TFG Advocacy (Ongoing). Throughout the T3 reauthorization process and the FY 05 budget process, TFG will regularly communicate with Members of Congress, their staff, and key committee staffers in support of the Clients' funding requests. TFG will meet and communicate regularly with congressional offices. TFG will provide full support to congressional offices, including support letters to authorizing committees, appropriations committees, talking points for Member and staff meetings, memoranda regarding project and budget status, draft congressional testimony, and other communications as requested by congressional offices. TFG will track legislation of interest to the Clients, including appropriations and other legislation, and will report key developments in the legislative process to the Clients. TFG staff will continue to attend relevant committee hearings and markups and will provide updates to the Clients.

- Work product: communications with congressional representatives, draft correspondence, support materials, memoranda for congressional offices regarding project status, and other support as requested and needed by congressional offices, attend congressional hearings.

Task 7: Client Communications (Ongoing). The Ferguson Group's presence in Northern California has always promoted open and easy communications between our team and the

Clients. TFG will continue to be fully accessible to the Clients, providing regular written reports regarding project status, being available for meetings in Solano County and elsewhere in Northern California as necessary, and being available via telephone and email to answer questions and respond to other inquiries and requests from the Clients. In addition to meetings with the Clients, TFG is available to attend other meetings in Northern California of interest to the Clients, including joint powers authority meetings, advisory board meetings, and other meetings. TFG personnel is also available to the Clients at anytime to check and track the status of any legislation or regulatory activity at the federal level, as well as to advise the Clients regarding any potential impact of the matter on the Clients. In addition, TFG would track local and regional news affecting the projects and the Clients, and draws germane issues and opportunities to the attention of Clients.

- Work product: meetings in Solano County and Northern California, written status reports, other communications as necessary, meetings with other relevant entities, respond to information requests from the Clients, monitor local and regional news.

Task 8: Outcomes and Project Assessment (Sept 04 – Mar 05). Upon final determinations by Congress or agencies, TFG reports results to the Clients immediately upon information availability, and provides copies of relevant legislation, congressional reports, and other documents when made available to TFG or the public. TFG debriefs congressional offices regarding project results and reports findings to the Clients. TFG also provides outcomes assessments, assisting TFG and the Clients in formulating the Clients' federal agenda for the next cycle. TFG also provides draft letters of appreciation as appropriate.

Work product: communications regarding results and assessment of federal agenda, debriefing congressional offices regarding outcomes.

C. Project Team.

The Ferguson Group is composed of professional lobbyists who have spent the majority of their professional careers working in congressional offices and as federal lobbyists. In addition to the Principal managing the client's projects and issues, our firm makes available the expertise and resources of all of our professionals and tailors our efforts to best meet the demands of a specific project.

Our project team will remain in place as we move forward, ensuring continuity of representation and continued expansion of our "institutional knowledge" of each project.

- **Michael Miller, Partner – Napa, California**

Michael represents local and regional governments, specializing in appropriations law and process. Michael focuses on transportation, economic development, and water resources. Michael is former Counsel to Congressman Robert T. Matsui (D-CA) in Washington, where he focused on transportation authorizations and appropriations, as well as other regional issues and projects. He received his B.A. with High Honors in Political Science from the University of

California. He received his J.D. from the College of William and Mary in Virginia, and his LL.M (Master of Laws) from the University of the Pacific. Michael is a member of the State Bar of California.

- **William Hanka, Partner – Washington, D.C.**

Bill represents client interests in securing federal funding and regulatory relief, especially for transportation-related matters. He is formerly of counsel to the firm of Baker, Donelson, Bearman & Caldwell in Washington, D.C., where he advised public and private clients on a variety of issues, including utility deregulation, transportation and land use projects, workplace issues, and environmental regulations. He is a former legislative director to U.S. Representative George R. Nethercutt, Jr. (R-WA), where he specialized in appropriations, natural resources, military base closure, and agriculture issues. He is a former deputy director of legislative affairs for Vice President Dan Quayle, where he worked closely with Members of Congress and their staff to implement the Administration's legislative agenda. Bill is a former assistant to the minority counsel of the U.S. Senate Labor Subcommittee. He received a B.A. from Purdue University and a J.D. from Catholic University.

- **Kristi Arcularius, Senior Associate – Napa, California**

Kristi focuses on transportation, water, economic development, and environmental policy and appropriations issues. Kristi is a former staff assistant for California Assemblyman Jim Battin, and was an intern for District of Columbia Office of the Corporation Counsel, concentrating on legal and legislative issues concerning the abuse and neglect of children and the elderly. Kristi is also a former intern for California Cattlemen's Association, focusing at the state and federal level on land, water, and air quality issues. Kristi received her B.A. in Political Science from the University of California at Davis.

D. Agreement Terms – Professional Services and Expenses.

The Ferguson Group has represented the Clients since 2001. We have renewed our contract under the same terms each year since 2001 and have neither increased our fees for professional services nor provided for reimbursable expenses to date.

For our agreement extending through March 2005, The Ferguson Group proposes to continue to represent the Clients under our existing agreement terms with the following amendments:

- Increase our monthly retainer to \$7000/month (currently \$6000/month); and
- Include a provision covering reimbursable expenses not to exceed \$2000/annually.

Once again, The Ferguson Group is pleased to have the opportunity to present this scope of work to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo. Please feel free to contact Mike Miller at (707) 254-8400 with any questions or comments regarding this scope of work. Thank you.



DATE: April 2, 2004
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: Contract Amendment No. 4 – Project Delivery Management Group
for Project Management Services for the I-80/I-680/I-780 Corridor Study
and the I-80/I-680/SR12 Interchange (including North Connector) Project

Background:

On January 10, 2001, the STA Board approved the selection of the Project Management Delivery Group (PDMG) to serve as the Project Manager for the I-80/I-680/I-780 Corridor Study. On February 13, 2002, the STA Board extended the term of the contract with PDMG to December 31, 2003 and added Project Management responsibilities for the Environmental (PA/ED) Phase for Segment 1 of the Corridor, the I-80/I-680/SR12 Interchange. Included within the Interchange, but as a separate project with independent utility, is the North Connector project. In December 2002, the STA Board extended the term of the contract to March 31, 2004 to coincide with the projected completion of the I-80/I-680/I-780 Corridor Study.

Discussion:

Since the inception of the Corridor Study, PDMG has done an excellent job of managing this complex project and moving it toward completion. Under the guidance of Dale Dennis, the PDMG Project Manager, the Corridor Study has rapidly progressed. As Project Manager, PDMG provides for the preparation and coordination of numerous Project Development and Working Group meetings, development and submittal of all necessary programming and project funding documentation, and coordination with project consultants, Caltrans District IV, Caltrans Headquarters, MTC, CTC, and staff from all STA member agencies.

Although the original estimated completion date for the I-80/I-680/I-780 Corridor Study was March 31, 2004, the STA extended the completion date to provide adequate time for public presentations to all eight STA member agencies on the information contained in the study. The new estimated completion date for the Final Report is June 30, 2004. Extending the PDMG contract through that date provides project management services to ensure the Final Report is completed and published.

Additionally, the I-80/I-680/SR 12 Interchange PA/ED and the North Connector PA/ED are multi-year projects extending beyond June 30, 2004. PDMG provides project management services for these projects. Based upon the status of each of these projects in June 2004, the performance period and compensation for each of these projects will be evaluated in June to determine if adjustments are required.

Fiscal Impact:

There are no additional funds required to extend the performance period of the contract.

Recommendation:

Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group for Project Management Services for the I-80/I-680/I-780 Corridor Study and the Environmental Phase of the I-80/I-680/SR12 Interchange and North Connector to extend the performance period through June 30, 2004.



DATE: April 2, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Consultant Services for Development of the County Transportation Expenditure Plan

Background:

On March 12, 2003, the STA Board authorized the Executive Director to retain the Transportation Consulting firm of Smith, Watts & Company to provide an independent assessment of the Measure E election results and expenditure plan, and develop a public opinion poll to help the STA Board consider and assess several policy issues before determining whether to pursue development of another countywide expenditure plan. This effort has been undertaken in preparation for placing a new measure on the ballot for consideration by Solano County's voters in November 2004.

The original scope of work for the consultant consisted of four primary tasks:

1. Community and Public Opinion Leader Survey
2. November 2002 Measure E Election Result Analysis
3. Baseline Voter Opinion Survey
4. Summary of Findings and Recommendations

On December 10th, D.J. Smith summarized his analysis and based his recommendations on three factors which were identified in the focus groups and poll:

1. Voter Intensity on Traffic Congestion
2. Acceptability of the One Half Cent Sales Tax
3. Popularity of Regional and Local Projects

In conclusion, he recommended that the STA move as soon as possible with the following specific recommendations:

1. Develop a specific schedule of actions for the development, public consideration and adoption by STA of an expenditure plan and ordinance for the November 2004 ballot.
2. Develop cost estimates on the projects and program improvements supported in the community outreach and voter opinion research effort.
3. Develop a 30- year projection of ½ cent sales tax revenues, as well as state and federal transportation revenues.
4. Develop a draft expenditure plan and ordinance that not only specifies projects and programs, but a program of "taxpayer safeguards" to ensure long-term integrity to deliver on all voter mandates.

5. Work with a broad range of community interests in explaining plan options, costs and benefits in a draft plan and ordinance based on all of the research discussed above. Once an expenditure plan and ordinance is adopted by the STA Board for consideration on the November 2004 ballot, it will be necessary for STA to develop a comprehensive public education program to explain the plan to county residents.

On January 14, 2004, the STA Board approved the following recommendations:

1. Adoption of Resolution 2004-01 – that pursuant to Division 19 of the Public Utilities Code, the STA recommends that:
 - A. The Solano County Board of Supervisors form the STIA
 - B. A measure be submitted to the voters of Solano County for their approval with the specifics indicated in Resolution 2004-01
 - C. The STIA have a governing board with representation as specified in Resolution 2004-01
2. Authorize the Executive Director to retain consultant assistance to assist the Board and staff in the development of the following tasks for an amount not to exceed \$125,000:
 - A. Expenditure Plan Coordination/Public Input/Public Information
 - B. Update of the Programmatic EIR for the CTEP
 - C. Legal Services
3. Authorize the STA Chair to send a letter to the Mayors of Solano County's cities and the Chair of the Board of Supervisors requesting their agencies appointment to the STIA Board

On February 3, 2004, the Solano County Board of Supervisors unanimously approved the formation of the Solano Transportation Improvement Authority (STIA), a Local Transportation Authority (LTA) pursuant to state statutes.

CONSULTANT SERVICES

As part of the Board action in January 2004, the Executive Director was authorized to retain consultant services to support the development of the CTEP for an amount not to exceed \$125,000. The STA is utilizing federal Surface Transportation Program (STP) funds to fund these two contracts. Federal funds have strict guidelines pertaining to contracting procedures and the use of these funds. For contracts under \$25,000, the federal guidelines defer to the purchasing policies and procedures of the local agency. Currently, the STA's Policies and Procedures do not address sole contracting for consultant contracts, but the STA employment agreement with the Executive Director does provide the authority to authorize purchases for up to \$10,000. STA staff and legal counsel have agendized a modification to the STA's policies pursuant to this issue that would increase this authority to \$25,000. This item is agendized for approval by the STA Board under a separate agenda item.

Based on the federal requirements guiding the use of STP funds, the Board approved authorizing the Executive Director to retain the firm of Smith, Watts & Company to provide specified consultant services in support of the development of the expenditure plan for an amount not to exceed \$10,000. To date, the STA Board has authorized the Executive Director to expend up to \$77,500 in consultant services and in the purchase of the privately funded public opinion poll. An additional \$5,000 has been allocated to cover the cost of additional materials and public information pertaining to the coordination of three Citizen's Advisory Committee meeting and

eight community meetings (one in each city, plus an extra meeting requested by STA Chair Karin MacMillan in the Cordelia community of Fairfield) to be hosted by the STIA Board and individual cities.

Discussion:

Pursuant to Board approval increasing the authority of the Executive Director to authorize purchases from \$10,000 to \$25,000, staff is recommending the STA Board approve authorizing the Executive Director to amend the contract with Smith, Watts & Company to provide specific consultant services in the development of the County Transportation Expenditure Plan for an additional amount of \$15,000 and total amount not to exceed \$25,000.

Fiscal Impact:

The estimated contract costs for this consultant contract for coordinator/public information/public input consultant services is \$15,000, and will be covered by the STP funds that were obtained as part of a STIP/STP swap in 2002 and reserved for this purpose as part of the STA's operating budget for FY 2003/04. On January 14, 2004, the STA Board authorized the Executive Director to retain CTEP specified consultant services for an amount up to \$125,000. Approval of this item would increase the amount of consultant services, legal services and related costs to \$107,500 and leave an additional \$17,500 available for CTEP consultant services and/or public information.

Recommendation:

Authorize the Executive Director to amend the consultant services contract with Smith, Watts & Company for coordination of the development of the County Transportation Expenditure Plan (CTEP), public input process and public information materials, for an additional \$15,000 and a total amount not to exceed \$25,000.

Attachment:

- A. Scope of work for consultant services for coordination of the development of the CTEP, public input process, and public information materials.

Transportation Sales Tax Work Program, February 1 – July 1, 2004

Smith, Watts & Company (SWC) proposes the following work program to be accomplished on behalf of Solano Transportation Authority (STA) to assist in the development of a 30-year transportation sales tax expenditure plan and ordinance for submission to the voters in the November General Election of 2004. Associated with this work will be necessary community outreach, liaison with private sector support groups, and the recommendation and production of an appropriate public education program regarding STA's adopted transportation expenditure plan and ordinance. The following are specific tasks that will be accomplished:

I. Expenditure Plan Development

This work element involves assisting STA staff regarding 30 year projections of state, federal and local sales tax revenues that could be available for Solano County transportation programs and projects, the development of a specific expenditure plan that is within the revenue projections, responsive to local governments in the county and which has proven voter responsiveness related to voter opinion research conducted over the last several months. This plan will need to be vetted with local government officials and staff as well as key community interest groups before it is put before the STA Board for adoption.

II. Sales Tax Ordinance

This work involves recommendation of an ordinance that accomplishes all elements of sales tax implementation, deals with various programmatic issues such as maintenance of effort for local streets and roads, review of the plan every ten years over the 30 year period, the amendment process for changing the expenditure plan, tax payer protections to ensure that all voter mandates are met, return to source formulas, etc.

III. Public Education Program

This work element will involve a recommendation of a specific program for informing Solano County voters regarding the expenditure plan and ordinance. Once the public education program is approved by the STA Board, SWC will work with appropriate sub-contractors to create, produce and deliver to the voters appropriate public education materials in a timely way based on the adopted expenditure plan and ordinance.

IV. Strategic Advice and Counsel

Smith, Watts and Company will be available throughout the period of time above to provide timely advice and counsel regarding all aspects of the transportation sales tax program development process. This will include participation in STA Board sessions, meetings with private sector support groups and other key community interest groups, as needed.

March 25, 2004

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

Dear Daryl,

Per our conversation, please find below a proposal for a public education mail piece. We have included a detailed description of such a piece, as well as a good faith estimate of the costs associated with the piece. Our recommended target mail universe would reach of total of 115,00 registered voter households.

This piece of mail would be a countywide, 17" X 22", double fold brochure where we would document, in narrative and with graphics, the need for additional transportation funding, as well as how a sales tax program would work in Solano County. Finally, we would segue into a specific description of the expenditure plan and overall program. We would also include a "for more information" phone number and a website with all of the program or project detail anyone would want.

The overall costs would be approximately \$55,000. That price would be for 115,000 pieces to be mailed to all registered voter households and 1,000 pieces to be used as leave behinds for meetings with elected officials, community leaders, and to be distributed to the transit operators, city halls and county offices, etc. Each piece would cost no more than 48 cents, which includes design/commission, printing, labels, mail house costs and postage. Please note these are approximate numbers and may vary at the time of production. Usually, the numbers have come in somewhat lower and we are careful in our estimations so it is likely this will be the case for STA as well. For this reason, we recommend a contract with a "not to exceed" price of \$55,000 to allow for variances in costs. Here is a breakdown of the per piece cost:

MAIL COSTS

Mail Piece 1 – Countywide Brochure

(17"x22" folded twice with insets for individual city information)

As we discussed, this would be the mail piece that would be mailed after expenditure plan adoption, but before we do the tracking poll and the County puts the measure on the ballot.

Mail Piece Costs	
Design/Commission	3 ¢
Printing	17 ¢
Postage	20 ¢
Mailing Labels	2.5 ¢
Mailhouse	5.5 ¢
Total	48 ¢

48 cents x 115,000 = \$55,200

Extra pieces for distribution to transit district, cities, county and leave behind on community presentations, etc. (no postage).

28 cents x 1000 = **\$280**

Total = \$55,480

Daryl, this would be the same type of program that was successfully implemented in Riverside County. It is very important that the same people doing the later campaign be involved, as you want "seamless" communication, symbols, messaging, etc. Townsend Raimundo Besler & Usher (TRBU) would subcontract to us to work on production. We are now doing public education programs of this type in San Bernardino, San Diego, Sacramento, Napa and maybe San Joaquin if they go. The difference is that in Solano and Napa we are "waiving" our project "management fees" for document creation and management of the coordination, approval and production oversight functions.

Take care and call with any questions. We need to know if we are going to do this program for you soon, as there will be a load of preliminary work to do to be ready to mail in late May. Again, please contact us with any questions or concerns or for further details.

Sincerely,

DJ Smith
Partner



DATE: April 2, 2004
TO: STA Board
FROM: Charles O. Lamoree, Legal Counsel
RE: Proposed STA Administrative Investment Policy

Discussion:

STA's annual audit addresses an audit finding that recommends the STA adopt a formal investment policy of STA's finances. As STA contracts with the City of Vacaville for financial services, the simplest approach is to adopt Vacaville's investment policy as STA's. If, in the future, STA brings financial and accounting services in-house, the policy can be revisited although Vacaville's policy is well crafted to follow state law which limits the sorts of investments where surplus funds can be invested in order to avoid the type of risky investments that have in some situations lost money for governmental investors.

Attached to this memo is a proposed STA resolution which adopts Vacaville's investment policy as its own.

Recommendation:

Approve the resolution adopting STA's Investment Policy consistent with Attachment A-the Investment Policy for the City of Vacaville.

Attachment:

- A. Resolution adopting the City of Vacaville's Investment Policy as STA's Administrative Investment Policy

SOLANO TRANSPORTATION AUTHORITY

RESOLUTION NO. 2004-01

RESOLUTION ADOPTING INVESTMENT POLICY

WHEREAS, STA's annual audit recommended that the agency adopt a formal policy for the investment of agency funds in accordance with State law; and

WHEREAS, the City of Vacaville provides financial services to the Solano Transportation Authority which financial services include accounting, invoicing, payroll and the deposit and investment of Solano Transportation Authority funds; and

WHEREAS, the City of Vacaville has adopted a comprehensive policy for the investment of surplus funds in accordance with the provisions and limitations of state law which investment policy is attached hereto and incorporated herein as thought set forth in full; and

WHEREAS, given the provision of such financial services by Vacaville to the Solano Transportation Authority, it is proposed that the Solano Transportation Authority adopt Vacaville's Investment Policy as its own.

NOW, THEREFORE, BE IT RESOLVED as follows: the Solano Transportation Authority hereby adopts the Investment Policy of the City of Vacaville, which policy is attached to this Resolution and incorporated herein, and such policy shall be followed for the investment of funds of both the Solano Transportation Authority and the Solano Transportation Improvement Authority.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14th day April, 2004, by the following vote:

Karin MacMillan, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 14th day of April, 2004.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of April 2004 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Clerk of the Board



DATE: April 6, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Time Extension Request for STIP-APDE Funds and Amended
Contract with Wilbur Smith Associates for the Fairfield/Vacaville
Intermodal Train Station

Background:

On June 13, 2001, the STA Board approved the Fairfield/Vacaville Intermodal Train Station as the next Capitol Corridor Train Station in Solano County. Since 2001, the cities of Fairfield and Vacaville, STA, the Capitol Corridor, and the Project Development Team (PDT) have been actively working on a phased site plan, railroad right-of-way plan and a track improvement and station platform plan that would be acceptable to both the Capitol Corridor Joint Powers Authority and the Union Pacific Railroad.

On December 11, 2001 the STA Board authorized a contract amendment with Wilbur Smith Associates to provide technical assistance for the Project Development Team (PDT) subject to obtaining state-only Advanced Project Development Element (ADPE) funds from the 2001-02 State Transportation Improvement Program (STIP) in the amount of \$125,000. On December 12, 2001, the California Transportation Commission approved the APDE project development funds for the project. An estimated \$25,000 of these funds has been expended through September 29, 2003. This state funding will expire on June 30, 2004, unless extended one additional year through June 30, 2005.

The primary tasks under this contract include the following:

- Schematic site planning and support for environmental documents (NEPA)
- Railroad facilities planning
- Access and on-site circulation planning
- Cost estimation
- Development of funding strategies
- Negotiations/coordination with railroads
- Meetings and coordination with agencies
- Development of marketing plans

Major components of this project are proposed to include:

- Phase 1: Approximately 200 parking spaces, passenger platforms, pedestrian shelters, perimeter landscaping and track improvements
- Phase 2: Approximately 300+ parking spaces, interior landscaping, bus shelters, feeder bus service, initial joint commercial development

- Phase 3: An additional 600+ parking structure, station building and additional joint commercial development

On July 2, 2003, a status report was made by STA staff and the City of Fairfield, which indicated that progress continues to be made to refine detailed plans for submittal to Union Pacific. Various options and alternative plans have been developed to obtain consensus on the required railroad improvements. The Project Development Team expects that agreement will be reached with the Union Pacific by 2004. Once final agreement from the railroad has been reached, it is expected that the project will move into a final three year process to complete environmental documentation, phasing plans, specifications and final cost estimates, right-of way acquisition and construction. It is expected that the track and station plans being developed for this project will serve as a prototype for future new stations along the Union Pacific/Capitol Corridor. Construction of Phase 1 of the project is still expected to be completed in 2007 as described in last year's progress report. If the necessary project funding is obtained, Phase 2 of the project could also be completed within this time frame.

Since July 2003, Phase 1 of the Oakland-Sacramento Commuter Rail Study (the follow-up study to the Dixon – Auburn and Contra Costa-Solano commuter rail studies) has also been completed and Phase 2 feasibility work is underway. This study proposes three additional peak hour commuter-oriented trains to augment and interline with the 12 existing and a total of 16 planned Capitol Corridor intercity trains.

The last preliminary cost estimate prepared for the project in 2003 was approximately \$35 million. On March 2, 2004, primarily as a result of the STA, Capitol Corridor and MTC's concerted efforts, \$25 million of funds were approved in Regional Measure 2 to fund the Fairfield/Vacaville Train Station and Capitol Corridor track improvements along the I-80 and I-680 corridors. These RM 2 funds, along with \$1.3 million of federal appropriations, \$2.25 million of STIP funds (now scheduled for 2005-06) and approx \$2.4 million of locally committed funds, are expected to be sufficient to fund the full design and construction of Phase 1 and most of Phase 2. Phase 1 is sufficient in order to obtain service from the Capitol Corridor, plus the track work needed to accommodate this new station.

Discussion:

There is still a need for additional technical work funded through this STIP-APDE funded contract to complete the following:

1. Complete the environmental documentation for the project.
2. Finalize various schematic site plans.
3. Finalize the track improvement plans for approval by the Union Pacific Railroad (UPRR).
4. Obtain approvals from the Capitol Corridor Joint Powers Board
5. Update the cost estimates and project schedule.
6. Complete the funding strategy and other project development activities for the project team to proceed into the final design, acquisition and construction stages.

The City of Fairfield was previously approved for an additional \$125,000 of FY2003-04 STIP funds to complete the project design. Because of the State Budget crisis, those funds have now been delayed until 2005-06 and will likely be amended for construction activities only.

Therefore, the remaining STIP- APDE funds that the STA has been awarded are a key resource to continue the project development and environmental document activities through 2004-05.

The Capitol Corridor JPA has provided substantial guidance and assistance to advance the track improvement plans through the Union Pacific. At the recommendation of the Capitol Corridor's Managing Director, a key meeting with representatives of the UPRR, STA and the PDT will be held in April 2004 to reach consensus on the project and to determine what improvements will be required in the railroad right-of-way. Once the UPRR provides written concurrence, a final schedule of activities will immediately commence to complete the environmental documents and other activities needed to initiate the final plans and specifications to construct the project.

Caltrans Division of Rail staff has advised STA staff that a one-year time extension, through June 30, 2005, would likely be granted upon a request by the STA. With approval of a final one year time extension, STA will amend the contract with Wilbur Smith Associates to modify the scope of work and schedule of the contract and allow them to add additional subcontractor firms as needed to their team (i.e. EIP Associates, DKS Associates and Thompson and Associates) to complete the environmental, preliminary engineering, station design and other critical project development activities in a very timely manner. The scope of work in the prior contract amendment will be updated to reflect the remaining activities needed to complete the critical project development work by the PDT over the next year as discussed above.

Fiscal Impact:

There will be no effect on the STA General Fund. The consultant services are paid entirely from State Transportation Improvement Program (STIP) - Advanced Project Development Element Funds (ADPE) funds and all the remaining available funds are budgeted in the 2003-04 and 2004-05 STA Budget.

Recommendation:

Approve the following:

1. Authorize the Executive Director to request Caltrans Division of Rail to modify the "Intercity Rail Passenger Facility Agreement" dated December 12, 2001 for the Fairfield/Vacaville Intermodal Train Station by revising the project description, scope of work and project budget and extend the term of the agreement one additional year through June 30, 2005.
2. Subject to obtaining the time extension request from Caltrans as stated in Recommendation No. 1 above, authorize the Executive Director to approve a contract amendment, including a time extension through June 30, 2005, with Wilbur Smith Associates and to modify the scope of work and schedule to complete negotiations and obtain approval from the Union Pacific Railroad, and retain additional sub-consultants (as needed) to complete the environmental, preliminary engineering and station design work and other related project development activities by June 30, 2005.



DATE: April 2, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: FY2004-05 YSAQMD Clean Air Fund Program

Background:

The Yolo Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 DMV vehicle registration fee established under AB 2766 and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

YSAQMD jurisdictions in Solano County are eligible to receive a total of \$290,000 for Clean Air Program funds for fiscal year 2004/2005. The following categories are eligible for this funding: Alternative Fuels Infrastructure and Low Emission Vehicles, Alternative Transportation (such as bicycle and pedestrian projects), Transit Services, and Public Education and Information. STA member agencies including Dixon, Rio Vista, Vacaville, and Solano County (as well as public schools and universities in these areas) are eligible for the program.

For the past four years, STA has assisted the YSAQMD in the programming of these funds by appointing members to serve on a Clean Air Program Screening Committee consisting of two members or alternates from the STA Board from jurisdictions located within the YSAQMD and two to three Solano County/City members from the YSAQMD Board of Directors. The screening committee only reviews those applications submitted by applicants located in Solano County. The YSAQMD Board of Directors has historically based their Clean Air Program application approvals on the Screening Committee recommendations.

Discussion:

The YSAQMD / STA Clean Air Program Screening Committee met on Thursday, March 25, 2004. The Screening Committee made a recommendation for each of the following Solano County Clean Air Program applications:

	<u>Recommended Funding</u>
1. City of Dixon- Multi Modal Facility	\$100,000
2. City of Rio Vista- Waterfront Pedestrian and Bicycle Improvements	\$39,000
3. City of Rio Vista- Rio Vista Main Street Improvements	\$10,000
3. City of Vacaville- Electric Vehicle Infrastructure Freeway Signage	\$0

4. City of Vacaville- Southside Bikeway	\$0
5. City of Vacaville- Ulatis Creek Bike Path	\$75,000
6. City of Vacaville- Solano BART Express (Route 40)	\$0
7. Vacaville Sanitary Services- Refuse Trucks Retrofit	\$66,000
Project	
<hr/>	
Total:	\$290,000

The recommendations made by the Screening Committee have been forwarded to the YSAQMD for consideration. The YSAQMD Board of Directors will make the final approval of all Clean Air Program applications including applications submitted from both Solano and Yolo counties.

Fiscal Impact:

None to the STA General Operations Fund.

Recommendation:

Approve the YSAQMD/STA Screening Committee's recommendation for the FY 2004-05 YSAQMD Clean Air Fund Applications for Solano County jurisdictions, as specified in Attachment A.

Attachment:

- A. Summary of 2004-05 YSAQMD Clean Air Fund Applications

Yolo-Solano Air Quality Management District
 2004-05 YSAQMD/ STA Screening Committee
 Summary of 2004-05 YSAQMD Clean Air Fund Applications

Sponsor	Category	Project	Description	Total Project cost	Matching Funds	Requested Funding	Committee Recommended Funding	Balance	Contact	Phone	Email
								\$ 290,000.00			
Dixon	Multi Modal Facility	Dixon Multi Modal Transportation Center Building	Construct Building to expand uses at existing park and ride lot building used for transit operations and commuter information. It will also serve as a passenger rail station (long term).	\$900,000	\$875,000	\$290,000	\$100,000.00	\$190,000.00	Janet Koster, Engineering	707.678.7031 ext. 304	jkoster@ci.dixon.ca.us
Rio Vista	Alt. Transportation Programs	Waterfront Pedestrian & Bicycle Improvements	Waterfront Paved areas, lighting, benches, Bicycle racks, ADA access	\$600,000	\$7900 + TBD	\$49,000	\$39,000.00	\$151,000.00	Clay Castleberry/Tom Bland/Julie M. Pappa, City of Rio Vista	(707) 374-6747	dirpubworks@ci.rio-vista.ca.us
Rio Vista	Alt. Transportation Programs	Rio Vista Main Street Pedestrian Enhancement Project	Enhancements to provide five benches and seven trash receptacles for Main Street in downtown Rio Vista to accommodate pedestrian traffic.	\$12,000	\$2,000	\$10,000	\$10,000.00	\$141,000.00	Beth McKnight, Planning and Redevelopment	707.374.2206	emcknight@ci.rio-vista.ca.us
Vacaville	Public Education/ Info	Electric Vehicle Infrastructure Freeway Signage	Install Caltrans Freeway EV charging station signs	\$50,000	\$30,000	\$20,000	\$0.00	\$141,000.00	Ed Huestis, Transportation Systems Manager	(707) 449-5424	ehuestis@ci.vacaville.ca.us
Vacaville	Alt. Transportation Programs	Southside Bikeway (Alamo Dr to California Dr)	Add 850' south on Southside Bkwy	\$110,000	\$35,000	\$75,000	\$0.00	\$141,000.00	Ed Huestis, Transportation Systems Manager	(707) 449-5424	ehuestis@ci.vacaville.ca.us
Vacaville	Alt. Transportation Programs	Ulatis Creek Bike Path (Segment B)	Add 630' from Vacaville Cultural Center to Putah South Canal	\$150,000	\$75,000	\$75,000	\$75,000.00	\$66,000.00	Ed Huestis, Transportation Systems Manager	(707) 449-5424	ehuestis@ci.vacaville.ca.us
Vacaville	Transit Services	Solano BART Express (Route 40)	Continued intercity bus service from Vacaville to Fairfield	\$350,000	\$340,000	\$10,000	\$0.00	\$66,000.00	Ed Huestis, Transportation Systems Manager	(707) 449-5424	ehuestis@ci.vacaville.ca.us
Vacaville Sanitary Service	Clean Technologies/ Low Emission Vehicles	Claire Longview Retrofit of Refuse Trucks for Vacaville Sanitary	Purchase and install 22 Claire Longview exhaust emission control system on existing refuse trucks. Project is scaleable from 1 truck to 22 trucks	\$414,040	\$220,000	\$194,040 for entire fleet or \$8,820 per vehicle	\$66,000.00	\$0.00	Bennie Anselmo, Clean City	(415) 875-1169	nbennie.anselmo@cleancity.com
				TOTALS:			\$713,040.00	\$290,000.00			



DATE: April 6, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Development of Track 1 and Big Tent Projects for Transportation
2030

Background

Every three years Metropolitan Planning Organizations (MPOs) are required to develop and/or update regional transportation plans (RTPs) based on a variety of planning factors. Two critical requirements that pertain to developing an RTP is to demonstrate air quality conformity and that the plan is fiscally constrained. The Metropolitan Transportation Commission (MTC) is the federally designated MPO for the Bay Area and its nine counties. Besides air quality conformity requirements, one of the main purposes of an RTP is to make transportation funding estimates for the next 25 years. This plan sets forth the basic funding categories for each project or program and separate funding cycles are established before funding is actually programmed.

A number of key issues have already been identified for Transportation 2030 (T-2030) including transit/local roads funding shortfalls, the expanded Transportation for Livable Communities/Housing Incentives Program (TLC/HIP) and transportation-land use-smart growth issues, goods movement program, older Americans mobility, safety and security measures, regional bicycle and pedestrian projects, air quality issues, and balancing future funding commitments between Regional Customer Service Programs with maintenance of the system and addressing congestion through expansion projects.

MTC previously determined that for T-2030, there is an estimated \$99.4 billion of already existing or "committed" transportation funds over the next 25 years (e.g. gas tax, TDA and existing sales tax measures). With the passage of Regional Measure 2, approximately \$3.8 billion in additional funds will now be included in the committed category increasing the T-2030 committed funds to about \$103 billion. \$8.8 billion of uncommitted discretionary funds remain available for various local, countywide and regional projects that are programmed at the regional level by MTC and at the county level by the congestion management agencies (e.g. county federal and STIP cycle funds for local streets and roads, roadway capacity projects, intermodal centers and park and ride lots).

In addition, there is an estimated \$1.3 billion of Interregional Transportation Improvement Program (ITIP) funds expected to fund various State Highway Operations and Protection Program (SHOPP) and congestion relief projects on the regional highway and intercity rail system over 25 years.

On December 17, 2003, MTC adopted a new Regional Investment Scenario for T-2030 that included:

- Transit Shortfalls: \$1.33 billion
- MTS Road Shortfalls: \$990.5 million
- State Highway shortfall: 0
- Regional Operations Programs: \$ 400.8 million
- Clean Air Program: \$255.5 million
- Lifeline Transportation: \$216 million
- Regional Bicycle/Pedestrian Program: \$200 million
- TLC/HIP: \$454 million
- CMA Planning: \$95 million
- County Programs: \$4.845 billion (Track 1 and ITIP funds)

A total of about \$266.3 million was approved by STA and MTC for Solano County projects in 2001 for the current RTP (Attachment A). Initial project recommendations for MTC performance evaluation were submitted by STA staff to MTC in October 2003. STA submitted 40 potential Track 1, ITIP or "Big Tent" candidate projects (Attachment B). From these two lists, STA will develop a new Track 1 list and submit to MTC in May 2004. MTC has completed a preliminary performance evaluation of the 40 projects submitted by the STA (Attachment C) to be used primarily by CMAs to submit new and revised Track 1 projects.

On February 11, 2004, the STA Board approved the schedule and public input process for development of the Track 1 projects for T-2030.

The Bay Area Partnership (made up of the regional CMA's, transit operators, Caltrans, FHWA and other agencies), MTC and its various committees are now in the process of completing analyses of the projects submitted last fall for evaluation, preparing a Programmatic EIR and convening various task forces to provide further recommendations to MTC on each of the major issues remaining in the development of the plan (i.e. MTS vs. non-MTS streets and road shortfall, transit capital shortfall, Regional Bicycle/Pedestrian Program and the TLC/HIP program).

Discussion:

Based on MTC's recently adopted funding option for T-2030, a total of **\$277.8 million** of Track 1 funds is expected to be available to the STA and it's member agencies for Solano County projects over the next 25 years. This is the federal and state funding (federal cycle and STIP funds) projected to be available for Solano County to program.

Interregional Transportation Improvement Program (ITIP) funds are in addition to the basic Track 1 funds provided to each county. The purpose of ITIP is to fund certain high priority traffic congestion projects such as interregional road or intercity rail projects having regional or statewide significance (e.g. I-80/680/12 interchange, I-80 HOV lanes, other I-80/680/780 corridor projects, S.R. 12 Jameson Canyon and Capitol Corridor track improvements). By placing these projects in the RTP, these projects receive MTC and Caltrans priority for potential commitments for future cycles of ITIP funds. In the 2001 RTP, STA projects were pledged to receive \$144.2 million of ITIP and is expecting to receive a similar commitment in T-2030.

As part of MTC's T-2030 Phase 1 public outreach program, an early input opportunity on both the T-2030 (as well as the STA's new CTP update) was held at the STA Board meeting on October 8, 2003. STA advertised the meeting in Solano County's three largest newspapers. Since then, an estimated 73 written comments have been received and were provided to the STA Board on January 14, 2004. As part of their T-2030 Phase 2 public outreach program, MTC is requesting each of the congestion management agencies to hold further public input opportunities before the new Track 1 lists are approved.

Timeline: The remaining key dates as specified by MTC and the STA for the T-2030:

- April 14, 2004 – Public Hearing
- May 21, 2004 – Final CMA Track 1 lists submitted to MTC by STA (and other CMA's)
- Fall 2004 – Draft T-2030 released
- January – March 2005 – MTC adopts Final T-2030

Public Input Process

Based on a public input process approved by the STA Board in February, STA staff distributed a special flyer and RTP/CTP comment cards to various cities, libraries, chambers of commerce, citizen groups and other interested parties. The remaining T-2030 Phase 2 public input process now includes:

- April 5-9, 2004- Publish Ads in three largest Solano County newspapers encouraging public input process at the RTP/CTP public meeting scheduled for the STA Board meeting of April 14, 2004; *Staff recently published block ads in the Fairfield Daily Republic, Vacaville Reporter, and Vallejo Times-Herald*
- April 14, 2004 – STA Boards holds public input opportunity for Track 1 project for T-2030

Final Schedule for Submittal of New Track 1 List for T-2030

Based on input received and reviewed, the following schedule is proposed for the final review and approval of a new Track 1 list for T-2030 by the STA Board:

- March 31, 2004 – TAC and Consortium reviews and comments on a preliminary list of proposed options for Track 1, ITIP and Big Tent projects. *The TAC scheduled a special meeting on April 8, 2004 to further discuss this item*
- April 14, 2004 – STA Board reviews and comments on preliminary list of options for proposed Track 1, ITIP and Big Tent projects (STA Board T-2030 Public Hearing).
- April 28, 2004 - TAC and Consortium review and forward a recommendation to the STA Board on a final list of proposed Track 1, ITIP and Big Tent projects
- May 12, 2004 – STA Board approves a final list of proposed T-2030 Track 1, ITIP and Big Tent projects for submittal to MTC
- May 21, 2004 – Deadline for STA final list (and supporting documentation) of proposed T-2030 Track 1, ITIP and Big Tent projects for submittal to MTC

Major 2001 RTP Track 1 and ITIP Projects

The following major 2001 RTP Track 1 and ITIP projects are subject to modifying and updating the 2001-dollar amounts (shown in Attachment A):

1. I-80/680/12 Interchange Improvements Phase 2
 - a. Braiding EB I-80 Ramps – I-680 to Suisun Valley Road
 - b. I-80 EB & WB HOV Lane – SR 12 West to Air Base Parkway (Requires relocation of truck scales)
2. North Connector (formerly part of I-80/680 Interchange)
3. Non MTS Streets and Roads
4. Vallejo Intermodal Terminal
5. Jepson Parkway:
6. I-80 HOV lane: Fairfield to Vacaville (a portion is included in 1b above)
7. SR 12 (east) safety improvements:
8. SR 12 widening: Jameson Canyon (Solano portion)
9. Capitol Corridor Train Stations & Track Improvements
10. Match for Local Interchanges

Most of the other smaller projects and programs (i.e., projects or programs having less than \$5 million or less designated in the 2001 RTP) are mostly covered by new committed funds (i.e., RM2) or by expanded regional programs (i.e., Regional Bicycle and Pedestrian Program and TLC/HIP) and may now be removed entirely from the new Track 1 list.

From the project list recently evaluated by MTC, the additional high priority projects identified in the I-80/680/780 Corridor Study are being considered for inclusion in T-2030 from the list of projects recently evaluated by MTC.

The I-80 widening project between Vacaville and Dixon (Project No. 44) is now being recommended as a Long Term corridor project and is therefore proposed to be deleted from the Track 1 list.

Several possible Track 1 options are being developed will be provided for preliminary discussion at the TAC and Consortium meetings at the April 14th public meeting at the STA Board. The TAC will review this list at their special meeting on April 8 and a draft list with the TACs recommendations will be provided at the STA Board meeting.

Draft Options for T-2030 Track 1 and ITIP Projects

Staff has prepared a “Proposed Draft T-2030 Track 1 and ITIP Projects” matrix containing preliminary ranges of funding with review and input by the TAC and Consortium. The range of funding range of funding is for discussion purposes and is meant to support the estimated \$277.8 million of discretionary funding (plus ITIP funds) over the next 25 years.

With the recent passage of RM2, a number of the transit projects (i.e. express bus and some of the intermodal centers) have been substantially funded and therefore their need for additional Track 1 funds has been substantially revised from the 2001 RTP. Also, with the expansion of the TLC Program by MTC and the development of the new Regional Bicycle /Pedestrian Program, funds for those programs have already been “removed from the top” by MTC and any additional funds set aside for those categories should only be included if there if there is deemed a need for additional funds for local projects that may not be covered by the regional programs.

Staff recommends that the ranges be used for discussion purposes only by the STA Board, TAC, Consortium and STA staff and distribute it for a 30-day review period ending at the next STA Board meeting of May 12, 2004. Staff will forward a final Track 1 list to the TAC and Consortium at their April 28, 2004 meetings and the May 12, 2004 STA Board meeting respectively.

Big Tent

MTC has also requested congestion management agencies to submit potential T-2030 "Big Tent" projects totaling about \$26 billion for the entire nine-county Bay Area, or about \$1.2 billion for Solano County over 25 years. For Solano County, it is assumed that "Big Tent" projects would primarily cover various projects or program categories expected to be included in a potential County Transportation Sales Tax Measure.

Some major categories for potential "Big Tent" projects or programs could include:

- Additional phases to complete the I-80/680/12 Interchange
- Additional Mid Term projects identified in I-80/680/780 Corridor Study
- Jepson Parkway enhancements
- Additional funding for non-MTS streets and roads
- Additional improvements to SR 12: Fairfield-Rio Vista and Jameson Canyon (Solano portion)
- Additional funding for Capitol Corridor Train Stations and Track Improvements and operating funds to provide additional commuter-oriented trains
- Napa-Solano Passenger Rail Service
- Senior and Disabled Transit Services
- Additional Express Bus Capital
- Additional Park and Ride facilities

Since the 2004 County Transportation Expenditure Plan is currently under development by the Solano Transportation Improvement Authority (STIA) and has not yet been discussed by the new Citizen's Advisory Committee or at eight planned community meetings, staff plans to provide those proposed projects at the May STA Board meeting.

Fiscal Impact:

None. The proposed Track 1 and ITIP list will identify potential projects or programs and long term funding to help implement priority projects of the STA and its member agencies. Specific projects will later need to obtain approvals from the STA Board, MTC and or/the CTC as part of funding cycles from each individual funding source. There are no direct impacts or costs to the STA budget.

Recommendation:

Approve the following:

1. Conduct a Public Hearing for T-2030 Track 1, ITIP and Big Tent projects.
2. Authorize the distribution of the draft list of Track 1 and ITIP Projects for 30-day review and comments.

- Attachments:
- A. Existing STA Track 1 and ITIP Projects in the 2001 RTP
 - B. Project Submittals to MTC for Evaluation in T-2030 (to be adopted in 2005)
 - C. MTC Performance Evaluation for Potential T-2030 Projects

Current 2001 RTP STA Track 1 and ITIP Projects

Project	2001 RTP Track 1 (2001 dollars)	2001 RTP ITIP Projects (2001 dollars)
MTS streets and pavement	\$ 8.9M	
Non-MTS streets and roads pavement	\$ 22.6M	
Local Streets and Roads non-pavement	\$ 1.0M	
TLC county program	\$ 9.7M	
Vallejo Transit capital replacement	\$ 40.1M	
Match for improvements to local interchanges	\$ 10.0M	
Non-capacity increasing safety projects to improve congested intersections, local arterials and highways	\$ 3.0M	
Solano County Intercity bus service and transit hubs	\$ 5.0M	
Park and Ride Lots	\$ 3.0M	
Bicycle and pedestrian projects	\$ 5.0M	
I-80/680/780 interchange improvements	\$ 65.0M	\$ 70.0
Additional express bus service on I-680 (capital costs)	\$ 2.1M	
Vallejo Intermodal ferry terminal (Phase 1)	\$ 10.0M	
Vallejo ferry maintenance facility	\$ 0.4M	
Widen I-80 from 6 lanes to 8 lanes part way between Vacaville and Dixon	\$ 12.5M	
Express bus service on I-80 (capital costs for additional services beyond those in Regional express Bus Program)	\$ 3.5M	
Construct rail stations, track improvements, or intermodal centers for Capitol Corridor intercity rail or commuter rail service; potential stations sites are Fairfield/Vacaville, Dixon and Benicia	\$ 10.0M	
Jepson Parkway (Phase 1): Includes I-80/Leisure Town Road interchange improvements	\$ 43.0M	
I-80 HOV lanes part way between I-680 and I-505 through Fairfield and Vacaville	\$22.4M	\$ 30M
Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)	\$ 2.0M	
Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa county from 2 lanes to 4 lanes (Solano County portion of project)	\$14.0M	\$44.2M

2001 Regional Transportation Plan Track 1 projects - Solano County: \$266.3 million
Transportation 2030 Plan Track 1 est. - Solano County: \$277.8 million

SOLANO COUNTY
REGIONAL TRANSPORTATION PLAN (TRANSPORTATION 2030)
Proposed Submittals to MTC for Performance Measures Evaluation
DRAFT 10/16/03

Existing RTP Track 1 Major Projects 2001

1. I-80/680/12 Interchange Improvements (2001 RTP Ref. # 21807)
 - a) Braiding EB I-80 Ramps – I-680 to Suisun Valley Road
 - b) I-80 EB & WB HOV Lane – SR 12 West to Air Base Parkway
(Requires relocation of truck scales)
2. North Connector (formerly part of I-80/680 Interchange) (2001 RTP Ref. # 21807)
3. Vallejo Intermodal Terminal (2001 RTP # 21817)
4. Jepson Parkway (2001 RTP Ref. # 94151)
5. I-80 HOV lane: Fairfield to Vacaville (a portion is included in 1b above) (2001 RTP Ref. # 98167)
6. SR 12 (east) safety improvements (2001 RTP Ref. # 21823)
7. SR 12 widening: Jameson Canyon (Solano portion) (2001 RTP Ref. # 94152)
8. Capitol Corridor Train Stations & Track Improvements (2001 RTP Ref. # 94148)
 - a. Fairfield/Vacaville
 - b. Benicia
 - c. Dixon

Proposed Additional RTP Projects (Track 1 & Track 2) for Transportation 2030

1. Extend WB I-80 HOV from east of Carquinez Bridge to Maritime Academy ramp.
2. Install EB I-80 Signage for SR 29 West of Toll Plaza
3. Expand/Relocate/Improve Lemon & Curtola Park & Ride
4. EB I-80 Aux Lane – Travis to Air Base Parkway
5. A/B Relocate / Reconstruct Truck Scales
6. Improve/Expand Fairfield Transportation Center – Phase 3
7. EB I-80 Aux Lane – Magellan to Beck Av merge
8. EB I-80 Aux Lane – SR 12 (E) to Magellan
9. EB I-80 Aux Lane – Redwood to SR 37 with 2 lane off ramp
10. WB I-80 Aux Lane – West Texas to Abernathy
11. WB I-80 Aux Lane – North Texas to Waterman
12. WB I-80 Aux Lane – Merchant to Cherry Glen
13. EB I-80 Aux Lane – Cherry Glen to Alamo
14. Red Top Road Park & Ride- Phase 2
15. WB I-80 Aux Lane – Waterman to Travis

16. EB I-80 Aux Lane – Air Base to North Texas
17. WB & EB I-80 Aux Lane – SR 12 (E) to Suisun Valley (If truck scale of scale of Segment 1)
18. Gold Hill Road Park & Ride
19. Lake Herman / Vista Point Park & Ride
20. WB I-80 Aux Lane – Green Valley Road to SR 12 West
21. Braid I-80 EB Ramps – SR 12 (E) West to Green Valley Road
22. Glen Cove / I-780 Park and Ride -
23. I-80 / I-505 Weave Correction Project
24. Benicia West Military Park & Ride
25. Hiddenbrooke Parkway Park & Ride
26. North Texas Park & Ride
27. Columbus & Rose Park & Ride
28. EB I-80 Aux Lane – Benicia Road to Georgia Street
29. WB I-80 Aux Lane – Georgia Street to Benicia Road
30. I-80 WB Aux Lane – Redwood to Tennessee
31. I-80 EB Aux Lane – Tennessee to Redwood
32. EB / WB I-780 Stripe Aux Lane – 2nd to 5th
33. I-80 / Pitt School Road Interchange Improvement
34. North First Street Park & Ride
35. Complete I-80/680/12 Interchange Improvements
36. WB and EB HOV lane on I-80 from Carquinez Bridge to S.R. 37
37. Commuter Rail (Solano's portion of Oakland / Richmond-Sacramento / Auburn Rail Service)
 - a) Complete new commuter rail stations at Fairfield/Vacaville, Benicia, and Dixon
 - b) Solano County's share of operating funds for 5-county system
 - c) Additional track improvements to accommodate commuter service
38. Complete SR12 (east) corridor improvements
39. Widen State Route 37 to 4 lanes (from Napa River Bridge to Solano County line)
40. Benicia Ferry Service



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bon MetroCenter
191 Eighth Street
Oakland, CA 94607-7700
Tel: 510-464-7700
TDD/TTY: 510-464-7769
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 15, 2004

FR: Lisa Klein

W.I.:

RE: Transportation 2030 Project Performance Evaluation: Preliminary Results

This report includes the first, and most substantial, set of results from the Transportation 2030 Project Performance Evaluation. Comments, questions and additional information on the preliminary evaluation results are welcome through March 29. Please direct comments and questions to Lisa Klein (lklein@mtc.ca.gov or 510-464-7832). The revised evaluation results will be presented to the Planning and Operations Committee on April 9.

Consistent with the legislative intent and adopted evaluation framework, MTC expects the evaluation results will be transmitted to the CMA boards prior to adoption of the county Transportation 2030 project lists. In addition, CMAs are asked to submit, along with their county lists, a discussion of how the evaluation results were considered in the project selection process. While our ability to revised the methodology for this evaluation is limited due to time constraints, we recognize this effort as the first step in an evolving process and welcome constructive criticism to help us refine the process for the future.

Guide to Preliminary Results

Included here are preliminary evaluation results for 390 projects in the main evaluation – projects considered likely candidates for the financially constrained portion of the plan. These results are for the needs assessment portion of the evaluation. Recall that the needs assessment, reviewed in more detail below, considers the transportation system conditions that a project is intended to address. The results presented here reflect two levels of evaluation:

1. About half the projects underwent a detailed evaluation, receiving a high to low rating based on the adopted measures for each objective evaluated. The following criteria were used to select projects for the detailed evaluation:
 - Major capacity expansion project
 - Gap closure projects on regional facilities or services
 - Interchange improvement that results in a new movement
 - Significant environmental justice issues
 - Significant effect on Smart Growth
 - Significant effect on air quality
2. The remainder, 200 mostly smaller and programmatic projects, were evaluated on a yes/no basis. A “yes” rating indicates the project addresses the objective; a “not applicable” rating indicates it does not. For these projects, system conditions generally were not assessed.

The evaluation results are summarized in the following attachments:

- Attachment A, illustrative of the summary we will provide the Commission, highlights major investment decisions and allows comparison between projects expected to address the same objective. Table A-1 lists all projects in the detailed evaluation with capital cost greater than \$25 million. Projects are listed by county and the primary objective they address. (Because the majority of projects addressing the Operational Efficiency and Reliability objectives cost less than \$25 million, all of these projects are shown.) The assignment of main objectives is based on MTC's interpretation and is a refinement of information provided to PTAC in November in which two main measures were identified for each project. Table A-2 lists the regional and multi-county projects, which are mostly programmatic in nature and are not included in Table A-1.
- Attachment B lists all the projects evaluated to date by County and corridor. This report is formatted so one can easily find the ratings of a particular project and includes notes explaining non-intuitive results for some projects.

Each project was evaluated relative to the objectives it was assumed by the project sponsor to address, as indicated in the project submittal forms. If a submitter did not check an objective as applicable, the project was assumed not to address it and was not evaluated for that objective. (In the summary tables, a blank indicates the project was not evaluated for a given objective.) For the Connectivity and Access objectives, where there was confusion about the definitions used, MTC made a determine on which objective was addressed. In a few other cases, MTC evaluated objectives that clearly applied even if they were not checked. Unfortunately, there was not time for to comprehensively review all objectives for all 390 projects.

The first level of review determined whether the project does, in fact, address the objective as defined for the purposes of this evaluation. If the project does address the objective, it was rated "yes" in the yes/no evaluation or low to high in the detailed evaluation. If the project does not meet the objective, it was rated "not applicable". Detailed descriptions of the bases for these determinations and the rating scales for each objective are provided in Attachment C: Basis for Rating Projects by Objective.

Review of Needs Assessment Concept and Criteria

MTC adopted project performance criteria and associated corridor objectives in MTC Resolution No. 3564. (See Attachment D.) The adopted criteria outline two elements of the evaluation: (1) needs assessment portion of the analysis, which is intended to assess future transportation system conditions relative to the objectives addressed by individual projects; and (2) corridor benefits analysis, which is intended to consider the interactive effects of packages of projects on travel within an entire corridor. The results presented here are for the needs based portion of the assessment only. For the most part, the adopted criteria for this portion of the analysis consider transportation conditions or needs in 2025 as represented in regional travel demand model forecasts using ABAG Projections 2003 land uses and assuming implementation of projects in the 2001 RTP. This scenario is the basis for the needs assessment because the legal performance measures requirement applies to new projects -- those not in the 2001 RTP. In a few cases where forecasted data is not up to the task, the adopted measures are based on current conditions or qualitative assessments.

Next Steps

As you are aware, this was the first effort to conduct a project evaluation of this nature. We welcome feedback both to refine the results for this evaluation and to improve the process for future RTP updates. To this end, we have outlined the following next steps:

1. **Comments on Preliminary Results (due March 29)** – Project submitters, CMAs, and other partners should respond to Lisa Klein no later than March 29 with any questions, comments or additional information that may affect the evaluation results. During this time, MTC staff will continue to review and make refinements to the analysis. We encourage you not to wait until the last minute, as it will be difficult to devote adequate time to each response if they are all submitted on March 29.
2. **Revised Evaluation Results to MTC Planning and Operations Committee (April 9)**
3. **Results Transmitted to CMA Boards by CMA staff (April, May)** – prior to adopting county project lists for Transportation 2030. You will recall that the aim of the evaluation is to provide additional information in the decision making process. The results of the evaluation do not themselves mandate or disqualify any projects for inclusion in Transportation 2030
4. **CMAs Submit Discussion of how Evaluation was Used (May 21)** – County project lists are due to MTC on May 21. At that time, the CMAs should also submit a discussion of how the evaluation results were used. MTC will also develop a short response form for CMAs to provide feedback on how useful the evaluation proved to be and how we could improve the evaluation in the future.

A few additional elements of the evaluation will be integrate in March and April as they develop:

- Results from the Corridor Benefits Analysis – Modeling work is underway to calculate measures of corridor benefit: user benefit (value of travel time savings), change in emissions and vehicle miles traveled, and change in average travel time. Projects in the main evaluation have been grouped into two packages, and the benefits will be measured at the corridor level for each package of projects: Alternative 1 includes local access and system operations projects; Alternative 2 includes major capacity expansion projects. Results from this analysis are expected to be complete in March; however, because benefits will not be attributed to individual projects, it may not be critical to finalize it for the April 9 POC meeting. Operating and maintenance cost estimates will be available along with these results.
- Phase 2 of the Evaluation (Big Tent Candidates) – Some of the projects submitted for the evaluation were identified as likely candidates for the Big Tent because they clearly require new revenue for capital or operating. (See Attachment E.) We are aware that this list includes several projects considered fully funded with the passage of RM 2 on March 3. We will prioritize these projects for the Phase 2 evaluation. The results for Phase 2 should be available by the end of April.
- Regional Goods Movement Study – As noted in the attached reports, a number of projects have been identified as having potentially significant benefits to goods movement by virtue of the fact they are located in a priority goods movement corridor or address critical goods movement issues. These projects will be examined in more detail in the Regional Goods Movement Study, with results provided to the CMAs at the end of March. We hope this additional information, which goes beyond the framework of the criteria adopted for the performance evaluation, will be useful to the CMAs in prioritizing projects (particularly those using ITIP funding) for inclusion in Transportation 2030.

SOLANO COUNTY

ID	Project Title, submitted by, 2001 RTP ID numbers	Corridor	Capital Cost (millions 2004\$)	Efficient Operation	Reliability	New Capacity	Passenger Access	Port/Airport Access	Comm. Viability	Equity	Safety	Seismic Safety	Maintenence	Noise Reduction	Air Quality (3)	Notes
Efficient Operations																
316	I-80 EB Auxiliary Lane from Air Base Parkway to North Texas Solano County Transportation Authority	Eastshore North	\$74.3	H	n.a.	H		M	n.a.							
318	I-80 EB Auxiliary Lane from Cherry Glen to Alamo Solano County Transportation Authority	Eastshore North	\$8.9	H	n.a.	H		M	n.a.							
319	I-80 WB Auxiliary Lane from Merchant to Cherry Glen Solano County Transportation Authority	Eastshore North	\$18.8	H	n.a.	H		M	n.a.							
295	I-80 EB Auxiliary Lane from Magellan to Beck Solano County Transportation Authority	Eastshore North	\$12.5	M/H	n.a.	M/H		M	n.a.							
300	I-80 WB Auxiliary Lane from North Texas to Waterman Solano County Transportation Authority	Eastshore North	\$28.9	M/H	n.a.	M/H		M	n.a.							
307	I-80 EB Auxiliary Lane from Tennessee to Redwood Solano County Transportation Authority	Eastshore North	\$48.1	M	n.a.	M		M	n.a.							
308	I-80 WB Auxiliary Lane from Redwood to Tennessee Solano County Transportation Authority	Eastshore North	\$13.0	M	n.a.	M		M	n.a.							
309	I-80 WB Auxiliary Lane from Georgia to Benicia Solano County Transportation Authority	Eastshore North	\$14.2	M	n.a.	M		M	n.a.							
310	I-80 EB Auxiliary Lane from Benicia Road to Georgia Street Solano County Transportation Authority	Eastshore North	\$18.4	M	n.a.	M		M	n.a.							
315	I-80 EB and WB Auxiliary Lanes - SR 12 E to Suisun Valley Road Solano County Transportation Authority	Eastshore North	\$16.1	M	n.a.	M		M	n.a.							

*Includes all projects in detailed evaluation with Operations, Reliability and an Equity as a main objective (even those under \$25 million).
 (1) Indicates project may have benefits for goods movement. More information will be forthcoming from the MTC Goods Movement Study.
 (2) Indicates project was submitted by a member of the public.
 (3) Air Quality rating based only on one of two adopted measures; rating shown here reflects TCM status; final rating will also reflect corridor emissions
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Notes on Rating:
 H=High; M=Medium; L=Low; N=Yes; objective applies but information not sufficient to rate.
 n.a. = not applicable - objective determined not to apply.
 Blank indicates project was not evaluated relative to the objective because it was not checked in the application and is assumed not to apply.
 Impl Indicates information was not sufficient to conduct evaluation.

SOLANO COUNTY

ID	Project Title, Submitted by, 2001 RTP ID numbers	Corridor	Capital Cost (millions)	Efficient Operation	Reliability	New Capacity	Passenger Access	Port/ Airport Access	Connectivity	Comm. Vitality	Equity	Safety	Seismic Safety	Maintenance	Index Reasonable	Air Quality (3)	Notes
323	I-80 EB Auxiliary Lane from the SR 12 EB off-ramp to the Magellan EB off-ramp Solano County Transportation Authority	Eastshore North	\$10.2	M	n.a.	M		M	n.a.			n.a.					
322	EB I-80 Auxiliary Lane from Redwood to SR 37 Solano County Transportation Authority	Eastshore North	\$18.4	L	n.a.	L		M	n.a.			H					
Reliability																	
328	Solano County I-880 Ramp Metering and TOS Project Caltrans	Diablo	\$8.1	H	H		n.a.			n.a.		n.a.				M	
443	Solano County I-780 Ramp Metering, TOS and Fiber Optic Communication Project Caltrans	Diablo	TBD	M/H	M/H		n.a.			n.a.		n.a.				M	
35	Solano County I-80 TOS Project Caltrans	Eastshore North	\$4.2	M	M		n.a.	M		n.a.		n.a.				M	
326	Solano County I-80 Ramp Meter Project and TOS fiber optic communications system Caltrans	Eastshore North	\$16.3	M	M		n.a.	M		n.a.		n.a.				M	
329	Solano County SR-37 TOS and Fiber Optic Communication Project Caltrans	North Bay East-West	\$7.8	M	M		n.a.			n.a.		n.a.				M	
New Capacity																	
288	I-80 EB and WB HOV Lane - From Air Base Parkway to I-505 Solano County Transportation Authority	Eastshore North	\$76.2	H	H	H		M	n.a.							M	
289	Jepson Parkway I-80 - SR 12 Solano County Transportation Authority	Eastshore North	\$149.1			H		L	M	n.a.		Y			n.a.		

Includes all projects in detailed evaluation with Operations, Reliability and an Equity as a main objective (see base under \$25 million).
 (1) Indicates project may have benefits for goods movement. More information will be forthcoming from the MTC Goods Movement Study.
 (2) Indicates project was submitted by a member of the public.
 (3) Air Quality rating based only on one of two adopted measures; rating shown here reflects TCM status; final rating will also reflect corridor emissions
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SOLANO COUNTY

ID	Project Title, Submitted by, 2001 RTP ID numbers	Corridor	Capital Cost (millions 2004\$)	Efficient Operation	Reliability	New Capacity	Passenger Access	Port/ Airport Access	Connectivity	Comm. Vitality	Equity	Safety	Seismic Safety	Maintenance	Noise Reduction	Air Quality (3)	Notes
292	I-80 EB and WB HOV Lane - From SR 12 West to Air Base Parkway Solano County Transportation Authority 98167	Eastshore North	\$42.7	M/H		M/H	n.a.	M								M	
303	I-80 EB and WB HOV Lane - From Carquinez Bridge to SR 37 Solano County Transportation Authority	Eastshore North	\$11.4	M		M		M								M	

SONOMA COUNTY

83

ID	Project Title, Submitted by, 2001 RTP ID numbers	Corridor	Capital Cost (millions 2004\$)	Efficient Operation	Reliability	New Capacity	Passenger Access	Port/ Airport Access	Connectivity	Comm. Vitality	Equity	Safety	Seismic Safety	Maintenance	Noise Reduction	Air Quality (3)	Notes
Efficient Operations																	
90	Hwy 116/Hwy 121 Intersection Improvements: signalize and channelize Sonoma County	North Bay East-West	\$8.0	H			L	n.a.	L			n.a.	n.a.	n.a.	n.a.	M	
199	Sonoma County 101 Corridor TOS Project Son 101 0.0-56.2 Caltrans	Golden Gate	\$17.3	M/H	M/H					n.a.		n.a.				M	
200	Sonoma County 101 Ramp Metering and fiber optic cable Caltrans	Golden Gate	\$27.7	M/H	M/H					n.a.		L				M	
New Capacity																	
438	Widen US 101 (add HOV lane in each direction): Rte 37 to Old Redwood Hwy Caltrans 88147 98154	Golden Gate	\$189.9	H		H		n.a.	H	n.a.		n.a.				H	
189	Widen for US 101 HOV lanes: Steele Lane - Windsor River Rd Caltrans 98183	Golden Gate	\$80.2	M/H		M/H			n.a.		n.a.						

*Includes all projects in detailed evaluation with Operations, Reliability and an Equity as a main objective (even those under \$25 million).
 (1) Indicates project may have benefits for goods movement. More information will be forthcoming from the MTC Goods Movement Study.
 (2) Indicates project was submitted by a member of the public.
 (3) Air Quality rating based only on one of two adopted measures; rating shown here reflects TCM status; final rating will also reflect corridor emissions

Notes on Rating:
 H=High; M=Medium; L=Low; Y=Yes, objective applies but information not sufficient to rate.
 n.a. = not applicable - objective determined not to apply.
 Blank indicates project was not evaluated relative to the objective because it was not checked in the application and is assumed not to apply.
 Incpl indicates information was not sufficient to conduct evaluation.

SOLANO COUNTY

ID	Project Title, Submitted by, 2001 RTP ID numbers	Main Objective	Capital Cost (Millions 2004\$)	Efficient Operations	Reliability	New Capacity	Passenger Access	Port/Airport Access	Connectivity	Equity	Community	Safety	Seismic Safety	Maintenance	Noise Reduction	Air Quality (3)	Notes
Diablo																	
328	Solano County I-680 Ramp Metering and TOS Project Caltrans	Reliability	\$8.1	H	H		n.a.				n.a.	n.a.					M
443	Solano County I-780 Ramp Metering, TOS and Fiber Optic Communication Project Caltrans	Reliability	\$8.0	M/H	M/H		n.a.				n.a.	n.a.					M
Eastshore North																	
288	I-80 EB and WB HOV Lane - From Air Base Parkway to I-505 Solano County Transportation Authority 98167	New Capacity	\$70.2	H		H		M	n.a.								M
289	Jepson Parkway, I-80 - SR 12 Solano County Transportation Authority 94151	New Capacity	\$148.4			H	M	L	M		n.a.	Y		n.a.			
290	7/11/0 Station (enhanced ferry terminal with enhanced bus transfer center) Solano County Transportation Authority 21871	New Capacity	\$54.5	n.a.		M	Y		Y		Y	n.a.					
292	I-80 EB and WB HOV Lane - From SR 12 West to Air Base Parkway Solano County Transportation Authority 98167	New Capacity	\$42.2	M/H		M/H	n.a.	M									M
295	I-80 EB Auxiliary Lane from Magellan to Beck Solano County Transportation Authority	Efficient Operations	\$12.8	M/H	n.a.	M/H		M	n.a.			n.a.					
303	I-80 EB and WB HOV Lane - From Carquinez Bridge to SR 37 Solano County Transportation Authority	New Capacity	\$31.4	M		M		M									M
305	I-80/Pitt School Road Interchange Improvement Solano County Transportation Authority	Access	\$7.5	Y			Y	Y				n.a.					
307	I-80 EB Auxiliary Lane from Tennessee to Redwood Solano County Transportation Authority	Efficient Operations	\$19.1	M	n.a.	M		M	n.a.			n.a.					

(1) Indicates project may have benefits for goods movement. More information will be forthcoming from the MTC Goods Movement
 (2) Indicates project was submitted by a member of the public
 (3) Air Quality rating based only on one of two adopted measures; rating shown here reflects TCM status; final rating will also reflect corridor emissions

Notes on Rating:
 H=High; M=Medium; L=Low; Y=Yes; N=No
 Inpl. indicates information was not sufficient to conduct evaluation
 Blank indicates project was not evaluated relative to the objective because sponsor did not indicate project addresses that objective, and it was assumed not to apply.

SOLANO COUNTY

ID	Project Title, Submitted by, 2001 RTP ID numbers	Main Objective	Capital Cost (Millions \$)	Efficient Operations	Reliability	New Capacity	Passenger Access	Port/Airport Access	Connectivity	Equity	Comm. Viability	Safety	Seismic Safety	Maintenance	Noise Reduction	Air Quality (3)	Notes
308	I-80 WB Auxiliary Lane from Redwood to Tennessee Solano County Transportation Authority	Efficient Operations	\$13.2	M	n.a.	M		M	n.a.			n.a.					
309	I-80 WB Auxiliary Lane from Georgia to Benilda Solano County Transportation Authority	Efficient Operations	\$14.2	M	n.a.	M		M	n.a.			ML					
310	I-80 EB Auxiliary Lane from Benilda Road to Georgia Street Solano County Transportation Authority	Efficient Operations	\$13.4	M	n.a.	M		M	n.a.			H					
312 (1)	I-505 Weave Correction Project Solano County Transportation Authority	Safety	\$5.5	L	n.a.	n.a.			L			MMH					
313 (1)	Braid I-80 EB Ramps from SR 12 West to Green Valley Road Solano County Transportation Authority	Safety	\$44.7	Y	n.a.	n.a.	Y	Y	Y			Y					
31	I-80 EB and WB Auxiliary Lanes - SR 12 E to Suisun Valley Road Solano County Transportation Authority	Efficient Operations	\$11.1	M	n.a.	M		M	n.a.			n.a.					
316	I-80 EB Auxiliary Lane from Air Base Parkway to North Texas Solano County Transportation Authority	Efficient Operations	\$23.9	H	n.a.	H		M	n.a.			n.a.					
318	I-80 EB Auxiliary Lane from Cherry Glen to Alamo Solano County Transportation Authority	Efficient Operations	\$5.0	H	n.a.	H		M	n.a.			n.a.					
319	I-80 WB Auxiliary Lane from Merchant to Cherry Glen Solano County Transportation Authority	Efficient Operations	\$15.5	H	n.a.	H		M	n.a.			n.a.					
320	I-80 WB Auxiliary Lane from North Texas to Waterman Solano County Transportation Authority	Efficient Operations	\$26.8	MMH	n.a.	MMH		M	n.a.			n.a.					
322	EB I-80 Auxiliary Lane from Redwood to SR 37 Solano County Transportation Authority	Efficient Operations	\$15.4	L	n.a.	L		M	n.a.			H					

(1) Indicates project may have benefits for goods movement. More information will be forthcoming from the ITC Goods Movement
 (2) Indicates project was submitted by a member of the public
 (3) Air Quality rating based only on one of five adopted measures; rating shown here reflects TCM status; final rating will also reflect corridor emissions
 Notes on Rating:
 H=High; M=Medium; L=Low; Y=Yes; N=No
 Incl. indicates information was not sufficient to conduct evaluation
 Blank indicates project was not evaluated relative to the objective because sponsor did not indicate project addresses that objective, and it was assumed not to apply.
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SOLANO COUNTY

ID	Project Title, Submitted by, 2001 RTP ID numbers	Main Objective	Capital Cost (millions \$000's)	Efficient Operations	Reliability	New Capacity	Passenger Access	Port/Airport Access	Connectivity	Equity	Community	Safety	Security	Maintenance	Air Quality Reduction	Air Quality (3)	Notes
323	I-80 EB Auxiliary Lane from the SR 12 EB off-ramp to the Magellan EB off-ramp Solano County Transportation Authority	Efficient Operations	\$16.2	M	n.a.	M	n.a.	M	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
324	Extend WB I-80 HOV from east of Carquinez Bridge to Maritime Academy Off-Ramp Solano County Transportation Authority	New Capacity	\$5.9	M	n.a.	M	n.a.	M	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	M	
325	Solano County I-80 TOS Project Caltrans	Reliability	\$4.3	M	M	n.a.	n.a.	M	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	M	
326	Solano County I-80 Ramp Meter Project and TOS fiber optic communications system Caltrans	Reliability	\$16.3	M	M	n.a.	n.a.	M	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	M	
North Bay East-West																	
30P	SR 12 (east) corridor improvements Solano County Transportation Authority	New Capacity	\$16.5	Y	n.a.	Y	Y	n.a.	n.a.	n.a.	n.a.	Y	n.a.	n.a.	n.a.	n.a.	Programmatic/Qualitative
329	Solano County SR-37 TOS and Fiber Optic Communication Project Caltrans	Reliability	\$7.3	M	M	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	M	
Solano County Countywide																	
294	Solano County Transit Centers and Park & Ride Facilities Solano County Transportation Authority	Access	\$53.3	Y	n.a.	n.a.	Y	n.a.	n.a.	Imp.	n.a.	n.a.	n.a.	n.a.	n.a.	Y	

(1) Indicates project may have benefits for goods movement. More information will be forthcoming from the MTC Goods Movement.
 (2) Indicates project was submitted by a member of the public.
 (3) Air Quality rating based only on one of two accepted measures; rating shown here reflects TCM status; final rating will also reflect corridor evaluations.

Notes on Rating:
 High; Medium; Low; Yes; No
 Impl. Indicates information was not sufficient to conduct evaluation.
 Blank indicates project was not evaluated relative to the objective because sponsor did not indicate project addresses that objective, and it was assumed not to apply.

Attachment E: Projects to be Evaluated in Phase 2 of the Evaluation
Transportation 2030 Project Evaluation, March 1, 2004

ID	Project Title, 2001 RTP ID Number	Submitted By	Corridor	Capital Cost (millions, 2004\$)
SAN FRANCISCO COUNTY				
126	Treasure Island to San Francisco Ferry Service	Water Transit Authority	Transbay	\$21.8
253	Downtown Ferry Terminal	Port of San Francisco	Transbay	\$86.4
247	Bayview Transportation Improvements Project (alt access route between Hunters Point Shipyard and US 101)	San Francisco City/County	San Francisco Countywide	\$152.5
414	Geary LRT	San Francisco Municipal Railway (MUNI)	San Francisco Countywide	\$1,734.2
419	Trolley Coach Extension/Conversions	San Francisco Municipal Railway (MUNI)	San Francisco Countywide	\$624.1
425	19th Avenue Bus Rapid Transit	San Francisco Municipal Railway (MUNI)	San Francisco Countywide	\$25.9
427	Potrero Bus Rapid Transit	San Francisco Municipal Railway (MUNI)	San Francisco Countywide	\$60.0
462 (2)	MUNI Rapid/Enhanced Bus on 30-Stockton line	Public: Architecture 21	San Francisco Countywide	TBD
463 (2)	MUNI F Line spur to N-Judah Spur and Golden Gate Park connection	Public: individual	San Francisco Countywide	\$250.0
464 (2)	San Francisco: Grant Avenue Transit Mall and enhanced service	Public: individual	San Francisco Countywide	TBD
535	Caltrain Rail Capacity Improvements (Baby Bullet Phase II)	Caltrain	Peninsula	\$335.6
520	BART Seismic Retrofit Program	BART	Regional	\$1199.7
SAN MATEO COUNTY				
120	Redwood City to San Francisco to Alameda Ferry Service	Water Transit Authority	Transbay	\$34.8
125	South San Francisco to San Francisco to Alameda Ferry Service	Water Transit Authority	Transbay	\$22.2
528	Dumbarton Rail Corridor 21618	San Mateo County Transportation Authority	Transbay	\$277.6
534	Caltrain Rail Capacity Improvements (Baby Bullet Phase II)	Caltrain	Peninsula	\$335.6
131	BART Seismic Retrofit Program	BART	Regional	\$1199.7
SANTA CLARA COUNTY				
410	Dumbarton Rail Corridor 21618	San Mateo County Transportation Authority	Transbay	\$277.6
434	Caltrain Rail Capacity Improvements (Baby Bullet Phase II)	Caltrain	Peninsula	\$335.6
470 (2)	Personal Rapid Transit: 3 mile Feeder to Milpitas LRT Station* - multiple projects	Public: Sunnyhills Neighborhood Association	Fremont-South Bay	TBD
471 (2)	Personal Rapid Transit: 10 mile route connection to Montague BART station [proposed] and extensive circulation within Milpitas* - multiple projects	Public: Sunnyhills Neighborhood Association	Fremont-South Bay	TBD
SOLANO COUNTY				
304 (1)	Complete I-80/I-680/SR 12 Interchange Improvements (Phase 3) 21807	Solano County Transportation Authority	Diablo	\$508.5
381	Capitol Corridor Regional Rail Service (West Contra Costa and Solano counties)	AMTRAK	Eastshore North	\$122.0
445	Martinez-Benicia-San Francisco Ferry Service	Solano County Transportation Authority	Eastshore North	\$35.0
286	SR 37 Widening with environmental mitigation	Solano County Transportation Authority	North Bay East-West	\$154.5
SONOMA COUNTY				

(1) Indicates project may have benefits for goods movement. More information will be forthcoming from the MTC Goods Movement Study

(2) Indicates project was submitted by a member of the public



DATE: April 2, 2004
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Congestion Management and Air Quality Improvement Program
For Eastern Solano County (ECMAQ)

Background:

The Congestion Management and Air Quality Improvement Program (CMAQ) was reauthorized in 1998 as part of the six-year Federal transportation bill called the Transportation Equity Act for the 21st Century (TEA-21). The program was established to fund transportation projects and programs in air quality non-attainment and maintenance areas which reduce transportation related emissions. CMAQ funding is anticipated to continue with TEA-21 reauthorization.

Solano County receives CMAQ funds from both the Bay Area region and the Sacramento region because of the two air basins in Solano County. The Bay Area CMAQ funds are used to fund air quality improvement projects in the western portion of Solano County and the Sacramento CMAQ funds are dedicated to projects in the eastern portion of the County. CMAQ funds for both the Bay Area and Sacramento regions are provided to Solano County through the Metropolitan Transportation Commission (MTC).

Discussion:

Due to the backlog of projects in the Bay Area waiting for Federal obligation authority (OA), MTC originally proposed delaying the programming and obligation of county CMAQ projects until Federal Fiscal Years (FFY) 2005-06 and 2006-07. However, due to guidance recently received by MTC, CMAQ funds received from the Sacramento Area (called ECMAQ funds) must be programmed and obligated by the STA in the year in which the funds are apportioned. For FY 2003-04, \$1.2M must be programmed and obligated prior to September 30, 2004.

Due to the extremely short timeline for programming and obligating these funds, eligible projects must meet the following criteria:

- Currently included in the Federal Transportation Improvement Program (TIP)
- Project can be obligated (E-76) by September 30, 2004.

Representatives from Dixon, Rio Vista, Vacaville and Solano County (jurisdictions eligible for ECMAQ funds) met on March 30, 2004 to evaluate potential projects that meet the above criteria. The proposed projects and ECMAQ funding amounts for FY 2003-04 are shown in Attachment A. On March 31, 2004, the STA TAC unanimously approved the projects.

Programming of ECMAQ and Bay Area CMAQ funds for subsequent fiscal years will occur at a future date.

Fiscal Impact:

There is no fiscal impact to the STA general fund. The projects shown in Attachment A will be funded with ECMAQ funds.

Recommendation:

Approve the following:

1. The programming of \$1.2M in FY 2003-04 Eastern Solano County CMAQ funds as specified in Attachment A.
2. Authorize the Executive Director to forward to MTC the proposed ECMAQ Programming for FY 2003-04 as shown in Attachment A.

Attachment

- A. Proposed Eastern CMAQ Programming for FY 2003-04

Proposed Eastern CMAQ Programming for FY 2003-04

SOL 030001	Dixon Multimodal Transportation Center Phase 2 -- Replaces \$400K in FY 2003-04 STIP and adds for Construction	\$875,000
SOL 991063	Vacaville Electric Vehicle Program Expansion -- Adds to existing program	\$50,000
SOL 991064	Vacaville Purchase of Compressed Natural Gas (CNG) Vehicles -- Adds to existing program	\$25,000
SOL 991091	Rio Vista Main Street Improvements -- Adds funds for PSE of second phase of pedestrian-oriented downtown improvements	\$100,000
SOL 991066	Solano County Regional Spare the Air Program	<u>\$150,000</u>
		\$1,200,000



DATE: April 5, 2004
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Reprogramming of the 2004 State Transportation Improvement Program (STIP) for Solano County

Background:

On November 24, 2003, Caltrans Headquarters presented the 2004 STIP Fund Estimate (FE) to the California Transportation Commission (CTC). The Draft 2004 STIP Fund Estimate provided for a "Zero STIP" in that no additional unrestricted STIP funds will be available to counties beyond what is currently programmed through the 2002 STIP. Each county is required to "spread out" over the five years of the 2004 STIP (FY 04-05 through FY 08-09) the projects from the 2002 STIP that have not received allocations.

On January 14, 2004, the STA Board of Directors approved the Draft 2004 STIP for Solano County that reprogrammed the remaining projects from the 2002 STIP over the five years of the 2004 STIP. The reprogramming included the current projects programmed in the 2002 STIP, project planning, programming and monitoring (STIP-PPM), and any potential STIP/STP swap to fund future project development activities.

Additionally, on March 10, 2004 the STA Board of Directors approved adding Transportation Enhancement (TE) funds to the 2004 STIP as programmed Reserve Lump Sum amounts starting in FY 2005-06. This method of programming TE funds allows projects to be identified later after the update of the Solano County Comprehensive Transportation Plan (CTP), including the Bicycle Plan and Pedestrian Plan, and after the Solano County Transportation for Livable Communities (TLC) Program is further developed. Attachment A is the current approved 2004 STIP for Solano County.

Since the release of the Fund Estimate in late November, STA staff has been working with staff from the other eight Bay Area Congestion Management Agencies (CMAs), the Metropolitan Transportation Commission and Caltrans District 4 staff to develop a regional strategy for the 2004 STIP that ensures high priority projects in individual counties receive funding when needed. This strategy results in some counties receiving more funding in some years than is identified in the Fund Estimate and less funding in other years. However, over the five years of the 2004 STIP each county receives the full estimate identified in the Fund Estimate.

The CMAs, MTC and Caltrans agreed that the highest priority projects for the Bay Area are projects that are ready for construction due to the significant positive impact that transportation construction projects have on the region's economy. In Solano County the Leisure Town Road/I-80 Overcrossing and Interchange (\$4.650M) in Vacaville was identified by the STA Board as the highest priority STIP project. This project is currently on the CTC "Pending" list

and is ready for construction in Summer 2004. However, even with the high priority given to this project and other Bay Area projects ready for construction, the availability of STIP funds in FY 2004-05 and possibly FY 2005-06 were questionable.

In an effort to keep construction projects moving forward and thus stimulating the Bay Area economy, the Congestion Management Agencies (CMA's) from all nine counties of the Bay Area presented a proposal to the Partnership Board (an advisory Board to the Commission) and MTC on how to modify the programming of Second Cycle STP/CMAQ/TE funds to "free-up" federal funds to backfill a list of critical STIP projects. Additionally, the CMA's proposal identified specific Traffic Congestion Relief Program (TCRP) projects that may also be eligible for federal funding if the TCRP is eliminated.

MTC staff, in cooperation with the CMA's, developed a programming proposal for using STP/CMAQ Second Cycle funding to backfill STIP projects based on the CMA's proposal that was approved by the Partnership Board. This staff proposal (see attachment) was approved in concept by the full Commission on March 24, 2004 as part of the 2004 Regional Transportation Improvement Program (RTIP). The RTIP, including using STP/CMAQ to backfill the STIP, will be voted on at the April Commission meeting (please see related Agenda Item).

Discussion:

The Jepson Parkway I-80/Leisure Town Road Overcrossing and Interchange project in Vacaville, the STA's highest priority construction project, is included in the list to receive federal funds as a STIP backfill. With this backfill, the \$4.65M in STIP funds that were programmed for this project are now available for reprogramming.

In addition to the above funding for the I-80/Leisure Town Road project, MTC notified STA recently that FY 2003-04 funds available through the Congestion Management and Air Quality Improvement Program for Eastern Solano County (ECMAQ) must be programmed this Federal Fiscal Year instead of delaying the programming to FY 05-06, as was previously planned by MTC due to the lack of Obligation Authority (OA) for federal funds (please related Agenda Item). These funds are only available for air quality improvement projects in the jurisdictions of Dixon, Rio Vista, Vacaville and the eastern portion of unincorporated Solano County.

The Dixon Intermodal Station is eligible and recommended for \$875,000 in ECMAQ funding to fully fund the facility. Currently, this project is programmed for \$400,000 in FY 2003-04 STIP funds. With the ECMAQ fund for this project, the \$400,000 in STIP funds that were programmed for this project are also available for reprogramming.

In summary, the following two projects programmed in the 2004 STIP for Solano County have been identified to received the following "replacement" funds, thus making these STIP funds available for reprogramming in the 2004 STIP:

I-80/Leisure Town Road Interchange	\$4.65M	STP Backfill
Dixon Multi-Modal Station	<u>\$0.40M</u>	ECMAQ
	\$5.05M	

In September 2003, the STA Board of Directors approved the prioritized list of Mid-Term Projects identified from the I-80/I-680/I-780 Major Investment and Corridor Study. The first priority for unfunded projects is the Extension of the WB I-80 HOV Lane from the Carquinez Bridge to the Maritime Academy on-ramp. The current estimate prepared by Caltrans District 4 for this project is approximately \$1.5M. In order to expedite this project to coincide with the scheduled construction of the WB I-80 HOV lane south of the Carquinez Bridge, STA staff recommends programming \$1.5M from the available STIP funds to this project in FY 2005-06. Staff also recommends programming the remaining available STIP funds for the Jepson Parkway in FY 2006-07 since the I-80/Leisure Town Road project is a component of the Jepson Parkway. The proposed reprogramming for the 2004 STIP is as follows:

Extend I-80 HOV from Carquinez Bridge to SR 29	\$1.50M
Jepson Parkway (No designated segment)	<u>\$3.55M</u>
	\$5.05M

The Proposed Reprogramming of the 2004 STIP for Solano County is shown in Attachment C. The TAC is scheduled to review this item at a Special TAC Meeting scheduled for April 8, 2004.

Recommendation:

Approve the following:

1. The revised 2004 STIP for Solano County as specified in Attachment C.
2. Authorize the Executive Director to forward the 2004 STIP for Solano County to the Metropolitan Transportation Commission for inclusion in the 2004 Regional Transportation Improvement Program.

Attachment

- A. 2004 STIP for Solano County (Approved March 10, 2004)
- B. Mid-Term Projects in Order of Priority
- C. Proposed Revised 2004 STIP for Solano County

**2004 State Transportation Improvement Program (STIP)
(with Transportation Enhancement (TE) Funds)
For Solano County
Solano Transportation Authority**

(Approved March 10, 2004)

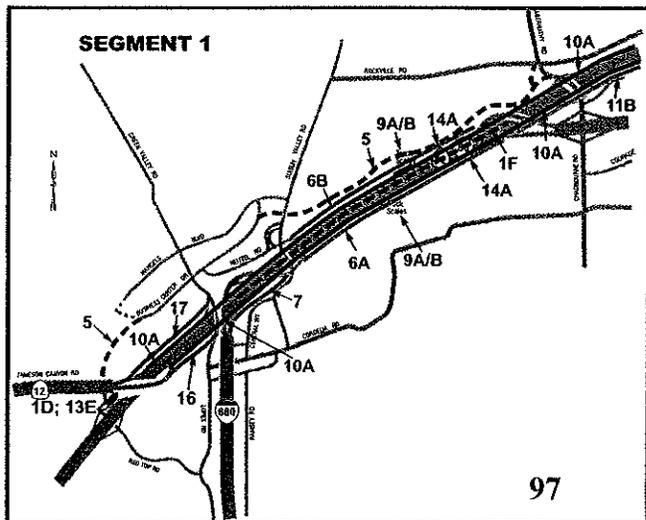
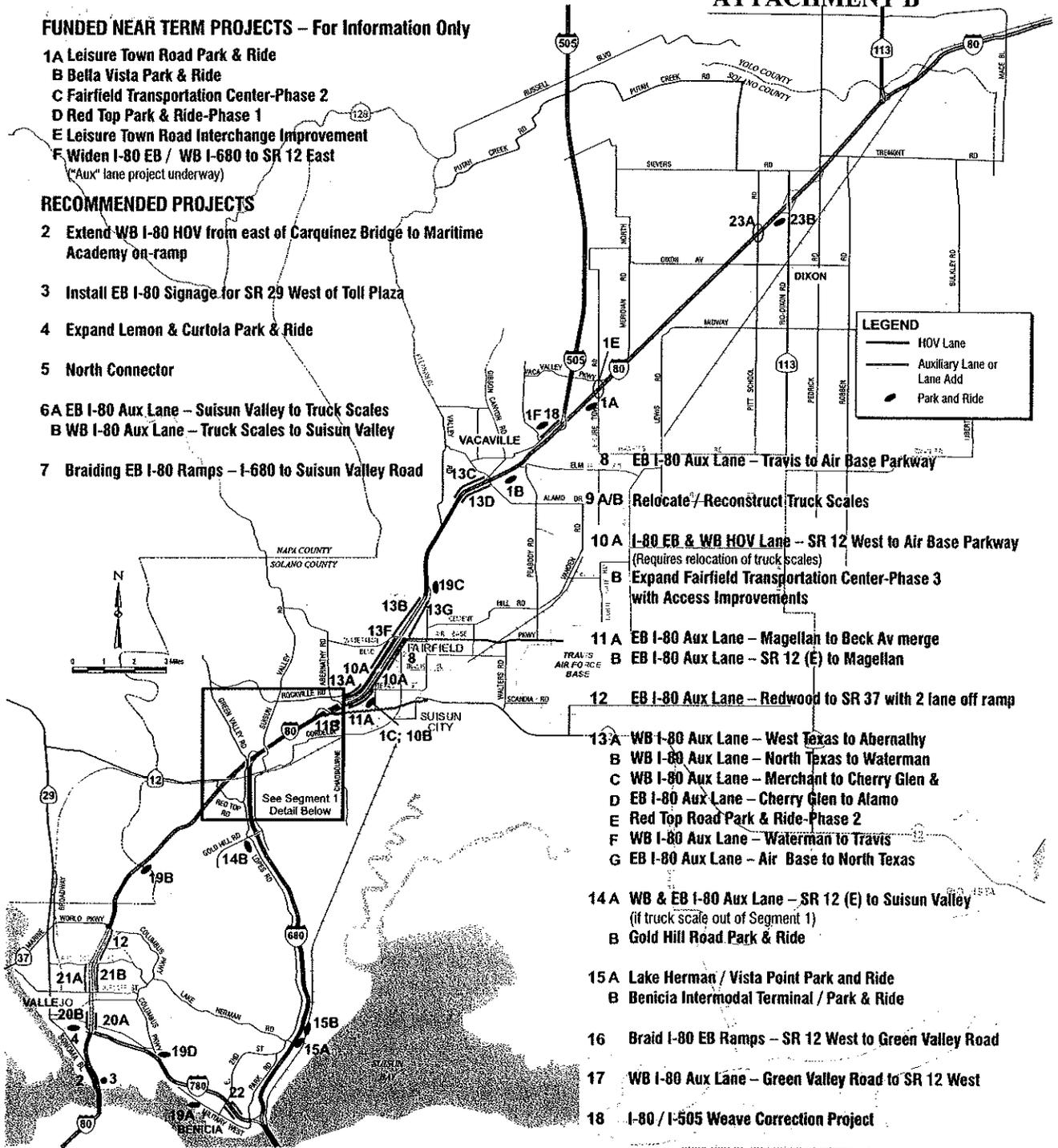
Projects	Current 2002 STIP				Proposed 2004 STIP					Total
	FY03/04	FY04/05	FY05/06	FY06/07	FY04/05	FY05/06	FY06/07	FY07/08	FY08/09	
Planning, Programming & Monitoring (STA) Pending	75.0				75.0					75.0
Planning, Programming & Monitoring (MTC) Pending	26.0				26.0					26.0
Planning, Programming & Monitoring (STA)					50.0	51.0	51.0	51.0	120.0	323.0
Jepson - Leisure Town Rd Interchange - Pending	4,650.0				4,650.0					4,650.0
Jepson - Vanden & Leisure Town Roads		250.0		6,900.0			250.0	3,000.0	3,900.0	7,150.0
Jepson - Vanden		2,400.0	5,500.0				2,400.0	5,500.0		7,900.0
Jepson - Walters Extension			3,300.0						3,300.0	3,300.0
Road Rehabilitation (8 Separate Projects)										
- Benicia, West "K" Street Overlay (\$154K)				154.0			154.0			154.0
- Dixon, South Lincoln Street Overlay (\$105K)				105.0			105.0			105.0
- Fairfield, Hillborn Pavement Improvements (\$364K)				364.0			364.0			364.0
- Solano County, Various Roads Overlay (\$393K)				393.0			393.0			393.0
- Suisun City, Pavement Rehabilitation (\$140K)				140.0			140.0			140.0
- Vacaville, Nut Tree Road Resurfacing (\$342K)				342.0			342.0			342.0
- Vallejo, Lemon Street Rehabilitation (\$428K)				428.0			428.0			428.0
- Rio Vista, Front Street Rehabilitation (\$74K)				74.0			74.0			74.0
Dixon Multi-Modal	400.0					400.0				400.0
Fairfield Vacaville Rail Station	125.0	2,125.0				125.0	2,125.0			2,250.0
Bahia Viaduct	1,000.0						1,000.0			1,000.0
Benicia Intermodal Transportation Station	225.0	1,100.0				225.0	1,100.0			1,325.0
I-80/680/12 Interchange Improvements			7,200.0	4,535.0		2,000.0	3,500.0	2,900.0	3,012.0	11,412.0
Vallejo Station		1,200.0	3,000.0	3,100.0		1,200.0	3,000.0	3,100.0		7,300.0
Vallejo Ferry Maintenance Facility	425.0					425.0				425.0
CMAQ Match Reserve	178.0						178.0			178.0
SR 37 Mitigation Planting			428.0			428.0				428.0
Totals	7,104.0	7,075.0	19,428.0	16,535.0	4,801.0	4,854.0	15,604.0	14,551.0	10,332.0	50,142.0
					"Fair-share" amount available to Solano County	1,481.0	14,331.0	12,124.0	11,882.0	10,324.0
					Yearly amount over (+) or under (-)	3,320.0	-9,477.0	3,480.0	2,669.0	8.0
					Cumulative amount over or under	3,320.0	-6,157.0	-2,677.0	-8.0	0.0
TE - Reserve Lump Sum						1,629.0	578.0	590.0	601.0	3,398.0

FUNDED NEAR TERM PROJECTS – For Information Only

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

RECOMMENDED PROJECTS

- 2 Extend WB I-80 HOV from east of Carquinez Bridge to Maritime Academy on-ramp
- 3 Install EB I-80 Signage for SR 29 West of Toll Plaza
- 4 Expand Lemon & Curtola Park & Ride
- 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley to Truck Scales
- B WB I-80 Aux Lane – Truck Scales to Suisun Valley
- 7 Braiding EB I-80 Ramps – I-680 to Suisun Valley Road



- 8 EB I-80 Aux Lane – Travis to Air Base Parkway
- 9 A/B Relocate/Reconstruct Truck Scales
- 10 A I-80 EB & WB HOV Lane – SR 12 West to Air Base Parkway
(Requires relocation of truck scales)
- B Expand Fairfield Transportation Center-Phase 3 with Access Improvements
- 11 A EB I-80 Aux Lane – Magellan to Beck Av merge
- B EB I-80 Aux Lane – SR 12 (E) to Magellan
- 12 EB I-80 Aux Lane – Redwood to SR 37 with 2 lane off ramp
- 13A WB I-80 Aux Lane – West Texas to Abernathy
- B WB I-80 Aux Lane – North Texas to Waterman
- C WB I-80 Aux Lane – Merchant to Cherry Glen &
- D EB I-80 Aux Lane – Cherry Glen to Alamo
- E Red Top Road Park & Ride-Phase 2
- F WB I-80 Aux Lane – Waterman to Travis
- G EB I-80 Aux Lane – Air Base to North Texas
- 14 A WB & EB I-80 Aux Lane – SR 12 (E) to Suisun Valley
(if truck scale out of Segment 1)
- B Gold Hill Road Park & Ride
- 15 A Lake Herman / Vista Point Park and Ride
- B Benicia Intermodal Terminal / Park & Ride
- 16 Braid I-80 EB Ramps – SR 12 West to Green Valley Road
- 17 WB I-80 Aux Lane – Green Valley Road to SR 12 West
- 18 I-80 / I-505 Weave Correction Project
- 19 A Benicia West Military Park & Ride
- B Hiddenbrooke Parkway Park & Ride
- C North Texas Park & Ride
- D Columbus & Rose Park & Ride
- 20 A EB I-80 Aux Lane – I-780 to Georgia Street
- B WB I-80 Aux Lane – Georgia Street to I-780
- 21 A I-80 WB Aux Lane – Redwood to Tennessee
- B I-80 EB Aux Lane – Tennessee to Redwood
- 22 EB / WB I-780 Stripe Aux Lane – 2nd to 5th
- 23 A I-80 / Pitt School Road Interchange Improvement
- B North First Street Park & Ride

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

Proposed Reprogramming of 2004 State Transportation Improvement Program (STIP)
(Revised to reflect STP/CMAQ Backfill and ECMAQ Backfill)
For Solano County
Solano Transportation Authority

Projects	Current 2002 STIP				Proposed 2004 STIP					Total
	FY03/04	FY04/05	FY05/06	FY06/07	FY04/05	FY05/06	FY06/07	FY07/08	FY08/09	
Planning, Programming & Monitoring (STA) Pending	75.0				75.0					75.0
Planning, Programming & Monitoring (MTC) Pending	26.0				26.0					26.0
Planning, Programming & Monitoring (STA)					50.0	51.0	51.0	51.0	120.0	323.0
Jepson - Leisure Town Rd Interchange - Pending	4,650.0				4,650.0		3,550.0			8,200.0
Jepson - Vanden & Leisure Town Roads		250.0		6,900.0			250.0	3,000.0	3,900.0	7,150.0
Jepson - Vanden		2,400.0	5,500.0				2,400.0	5,500.0		7,900.0
Jepson - Walters Extension			3,300.0						3,300.0	3,300.0
Road Rehabilitation (8 Separate Projects)										
- Benicia, West "K" Street Overlay (\$154K)				154.0			154.0			154.0
- Dixon, South Lincoln Street Overlay (\$105K)				105.0			105.0			105.0
- Fairfield, Hillborn Pavement Improvements (\$364K)				364.0			364.0			364.0
- Solano County, Various Roads Overlay (\$393K)				393.0			393.0			393.0
- Suisun City, Pavement Rehabilitation (\$140K)				140.0			140.0			140.0
- Vacaville, Nut Tree Road Resurfacing (\$342K)				342.0			342.0			342.0
- Vallejo, Lemon Street Rehabilitation (\$428K)				428.0			428.0			428.0
- Rio Vista, Front Street Rehabilitation (\$74K)				74.0			74.0			74.0
Dixon Multi-Medal	400.0				400.0					400.0
Fairfield Vacaville Rail Station	125.0	2,125.0				125.0	2,125.0			2,250.0
Bahia Viaduct	1,000.0						1,000.0			1,000.0
Benicia Intermodal Transportation Station	225.0	1,100.0				225.0	1,100.0			1,325.0
I-80/680/12 Interchange Improvements			7,200.0	4,535.0		2,000.0	3,500.0	2,900.0	3,012.0	11,412.0
Vallejo Station		1,200.0	3,000.0	3,100.0		1,200.0	3,000.0	3,100.0		7,300.0
Vallejo Ferry Maintenance Facility	425.0					425.0				425.0
CMAQ Match Reserve	178.0						178.0			178.0
SR 37 Mitigation Planting			428.0			428.0				428.0
<i>Extend I-80 HOV from Carquinez Bridge to SR 29</i>						1,500.0				1,500.0
Totals	7,104.0	7,075.0	19,428.0	16,535.0	151.0	5,954.0	19,154.0	14,551.0	10,332.0	50,142.0
	"Fair-share" amount available to Solano County				1,481.0	14,331.0	12,124.0	11,882.0	10,324.0	
	Yearly amount over (+) or under (-)				-1,330.0	-8,377.0	7,030.0	2,669.0	8.0	
	Cumulative amount over or under				-1,330.0	-9,707.0	-2,677.0	-8.0	0.0	
TE - Reserve Lump Sum						1,629.0	578.0	590.0	601.0	3,398.0

NOTES:

1. Deletions are shown in *strikethrough*.
2. Additions are shown as **Bold Italics**.



DATE: April 5, 2004
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Update – April 2004

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. In January 2004, the STA Board adopted its Legislative Priorities and Platform for 2004 to provide policy guidance on transportation legislation and the STA's legislative activities.

Discussion:

This month's legislative report includes five bills covering two specific topics, the increasing of the state fee on gas to provide new revenue for transportation and restructuring the state legislatures authority to divert transportation funds to bail out the State General Fund.

Gas Tax Fee:

AB 2847 (Orpeza) – Support Gasoline and motor vehicle fuel fees

This bill would impose a 5-cent per gallon fee on gasoline that would be deposited into a newly created Highway Fee Fund and would be used to fund maintenance, operation, improvement and construction of the state highway system and local streets and roads. It would also finance environmental mitigation.

SB 1614 (Torlakson) – Support Gasoline and motor vehicle diesel fuel fees

This bill would impose a 10-cent fee on each gallon of gasoline that would be used to finance maintenance, operations, and road systems as well as environmental mitigation programs.

Both of these bills are consistent with the following policies contained in the STA's 2004 Legislative Platform.

Legislative Priority, Item 1

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

Legislative Platform, Section VI, Item 5

5. *Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.*

Legislative Platform, Section VI, Item 13

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

Staff recommends support positions for AB 2847 and SB 1614.

Restrict transfer of revenue:

ACA 21 (Bogh and Spitzer) - Support Motor vehicle fuel sales and tax revenue.

This constitutional amendment would change the vote requirement to 4/5 of the membership of each house in order to enact a statute suspending the transfer of sales taxes on motor vehicle fuel deposited into the General Fund to the Transportation Investment Fund.

ACA 24 (Dutra) – Support Transportation Investment Fund – Loans.

The constitutional amendment would require that money transferred to the Transportation Investment Fund may only be loaned to the General Fund under more restrictive conditions.

ACA 29 (Harman, Lowenthal, and Richman – Coauthors: Bates, Benoit, Berg, Canciamilla, Daucher, Dutra, Shirley, Horton, LaMalfa, Liu, Mathews, Negrete, McLeod, Plesica and Wolk) – Support Transportation Investment Funding

The constitutional amendment 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.

Bills ACA 21, ACA 24 and ACA 29 are consistent with the following policies contained in the STA's 2004 Legislative Platform.

Legislative Priorities, Item 2

2. Oppose efforts to reduce or divert funding from transportation projects.

Legislative Platform, Section VI, Item 15

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.

Legislative Platform, Section XII, Item 1

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

Staff recommends support of ACA 21, ACA 24 and ACA 29.

On March 31, 2004, the SolanoLinks Transit Consortium recommended that no action be taken on AB 2842 and SB 1614 until an analysis could be made on any economic impacts they could have, and supported ACA 21, ACA 24 and ACA 29. On the same day, the STA TAC unanimously supported all five bills.

An updated Legislative Matrix is included as Attachment A.

Recommendation:

Adopt the following positions:

1. AB 2847 - Support
2. SB 1614 - Support
3. ACA 21 - Support
4. ACA 24 - Support
5. ACA 29 - Support

Attachment: A – 2004 Legislative Matrix
B – Copies of AB 1847, SB 1614, ACA 21, ACA 24, ACA 29
C – STA’s 2004 Legislative Priorities and Platform

***Solano Transportation Authority
2004 Legislative Matrix
April***

State Legislation

State Legislation Bill/Author	Subject	Status	Position
AB 1320 (Dutra) Transit Village Plan Design	This bill would <i>require the Transit Village Plan to include all land within not less than ¼ mile of the exterior boundary of the parcel on which is located a transit station that would be defined by the bill to mean a rail station, ferry terminal, bus hub, or bus transfer station.</i> It would also require the Transit Village Plan to include any 5 of the demonstrable public benefits that is currently authorized by the Transit Village Development Planning Act of 1994. <i>(Amended 3/25/04)</i>	SEN Read second time – amended and to third reading.	
AB 2847 (Orpeza) Gasoline and motor vehicle diesel fuel fees	This bill would, until January 1, 2008, impose a 5-cent fee on each gallon of gasoline subject to the existing laws and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law. The revenues from the fee would be deposited in the Highway Fee Fund created by the bill. The bill would require money from the fee, except for refunds, to be used, upon appropriation by the Legislature, only to finance the maintenance, operation, improvement and construction of the state highway and local street and road system, and to finance environmental programs that mitigate the air impacts of motor vehicles.	ASM Referred to Committee on Transportation (hearing date 4/12/04)	Support
ACA 21 (Bough and Spitzer) Motor vehicle fuel sales tax revenue	This bill would change the vote requirement to 4/5 of the membership of each house of the legislature in order to enact a statute suspending in whole or in part the transfer of sales taxes on motor vehicle fuel deposited into the General Fund to the Transportation Investment Fund.	ASM Referred to Committee on Transportation, Elections and Reapportionment and Appropriations	Support
ACA 24 (Dutra) Transportation Investment Fund - Loans	This measure would authorize the Legislature to loan funds in the Transportation Investment Fund to the General Fund or any other state fund or account, or to local agencies, under conditions that are similar to conditions applicable to loans of revenues under Article XIX of the California Constitution. This bill would require that any money transferred to the Transportation Investment Fund may be loaned to the General Fund only under one of the following conditions: 1) That any amount loaned is to be repaid in full to the Transportation	ASM Referred to Committee on Transportation, Elections and Reapportionment	Support

	Investment Fund during the same fiscal year; 2) that any amount loaned is to be repaid in full, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to that account, during the period of time that the money is loaned within three fiscal years from the date on which the loan was made.	and Constitutional Amendments	
ACA 29 (Harman, Lowenthal, and Richman – Coauthors: Bates, Benoit, Berg, Canciamilla, Daucher, Dutra, Shirley, Horton, LaMalfa, Liu, Mathews Negrete, McLeod, Plescia, and Wolk) 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 the fiscal emergency.	ASM Referred to Committee on Transportation, Elections and Reapportionment and Appropriations	Support
SB 1614 (Torlakson) Gasoline and motor vehicle diesel fuel	This bill would impose a 10-cent fee on each gallon of gasoline of subject to existing law on collection of such fees and would require such revenues from the fee to be deposited in the Highway Fee Fund created by the bill. The bill would require the fee to be imposed according to existing law and upon appropriation by the Legislature. This bill would also require that revenues from the fee to be used to finance the maintenance, operation, and road system and that revenue from one cent of the fee be used to finance environmental programs that mitigate the air impacts of motor vehicles. The bill would require the California Transportation Commission to hold hearings annually in order to derive information to report to the Legislature on the amount of funding needed to maintain, operate, improve and construct the state highway and local street and road system.	SEN Transportation (hearing set for 4/20/04)	Support

BILL NUMBER: AB 2847 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Member Oropeza

FEBRUARY 20, 2004

An act to add Division 19 (commencing with Section 40000) to the Streets and Highways Code, relating to motor vehicle fuel.

LEGISLATIVE COUNSEL'S DIGEST

AB 2847, as introduced, Oropeza. Gasoline and motor vehicle diesel fuel fee.

The Motor Vehicle Fuel License Tax Law imposes a tax of 18 per gallon of fuel, and requires, if the federal fuel tax is reduced below the rate of 9

per gallon and federal financial allocations to this state are reduced or eliminated, that the tax rate be increased so that the combined state and federal tax rate per gallon equals 27

. The Diesel Fuel Tax Law imposes an excise tax for the use of fuel at a rate of 18

per gallon, and requires that, if the federal fuel tax is reduced below the rate of 15

per gallon and specified federal financial allocations to this state are reduced or eliminated, the tax rate be increased by an amount so that the combined state and federal tax rate per gallon equals 33

per gallon. i This bill would also, until January 1, 2008, impose a 5

fee on each gallon of gasoline subject to the Motor Vehicle Fuel License Tax Law and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law. The revenues from the fee would be deposited in the Highway Fee Fund created by the bill. The bill would require the fee to be imposed on those persons and entities subject to and would be collected pursuant to the same procedures set forth in the Motor Vehicle Fuel License Tax Law and the Diesel Fuel Tax Law. The bill would require money from the fee, except for refunds, to be used, upon appropriation by the Legislature, only to finance the maintenance, operation, improvement, and construction of the state highway and local street and road system, and to finance environmental programs that mitigate the air impacts of motor vehicles. a Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Division 19 (commencing with Section 40000) is added to the Streets and Highways Code, to read:

DIVISION 19. GASOLINE AND DIESEL MOTOR VEHICLE FUEL

40000. Notwithstanding any other provision of law, a fee of five cents (\$0.05) is imposed, until January 1, 2008, on each gallon of gasoline subject to Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code and each gallon of motor vehicle

diesel fuel subject to Part 31 (commencing with Section 60001) of Division 2 of the Revenue and Taxation Code.

40001. Revenues generated from the fee imposed in Section 40000 shall be deposited in the Highway Fee Fund which is hereby created in the State Treasury and, except for refunds of overpayments, may only be used, upon appropriation by the Legislature, to finance the maintenance, operation, improvement, and construction of the state highway and local street and road system, and to finance environmental programs that mitigate the air impacts of motor vehicles.

40002. The imposition of the fee in Section 40000 shall be as follows:

(a) The fee on gasoline shall be imposed on those persons and entities subject to, and shall be collected pursuant to the procedures set forth in, Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code.

(b) The fee on motor vehicle diesel fuel shall be imposed on those persons and entities subject to, and shall be collected pursuant to the procedures set forth in, Part 31 (commencing with Section 60001) of Division 2 of the Revenue and Taxation Code.

BILL NUMBER: SB 1614 INTRODUCED
 BILL TEXT

INTRODUCED BY Senator Torlakson

FEBRUARY 20, 2004

An act to add Division 19 (commencing with Section 40000) to the Streets and Highways Code, relating to motor vehicle fuel.

LEGISLATIVE COUNSEL'S DIGEST

SB 1614, as introduced, Torlakson. Gasoline and motor vehicle diesel fuel.

The Motor Vehicle Fuel License Tax Law imposes a tax of 18 per gallon of fuel, and requires, if the federal fuel tax is reduced below the rate of 9 per gallon and federal financial allocations to this state are reduced or eliminated, that the tax rate be increased so that the combined state and federal tax rate per gallon equals 27 . The Diesel Fuel Tax Law imposes an excise tax for the use of fuel at a rate of 18 per gallon, and requires that, if the federal fuel tax is reduced below the rate of 15 per gallon and specified federal financial allocations to this state are reduced or eliminated, the tax rate be increased by an amount so that the combined state and federal tax rate per gallon equals 33 per gallon. i This bill would also impose a 10 fee on each gallon of gasoline subject to the Motor Vehicle Fuel License Tax Law and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law and would require revenues from the fee to be deposited in the Highway Fee Fund created by the bill. The bill would require the fee to be imposed on those persons and entities subject to and would be collected pursuant to the procedures set forth in the Motor Vehicle Fuel License Tax Law and the Diesel Fuel Tax Law. The bill would require, except for refunds of overpayments, that, upon appropriation by the Legislature, revenues from 9 of the fee be used to finance the maintenance, operation, improvement, and construction of the state highway and local street and road system and that revenues from one cent of the fee be used to finance environmental programs that mitigate the air impacts of motor vehicles. The bill would require the California Transportation Commission to hold hearings annually in order to derive information to report to the Legislature on the amount of funding needed to maintain, operate, improve, and construct the state highway and local street and road system. , Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) The excise tax on motor vehicle fuel was last increased on January 1, 1994, when the rate was set at eighteen cents (\$0.18) per gallon.

(b) The demand on California's state highways, streets, and local roads has increased at a far greater rate than the revenues available to operate, maintain, and improve the transportation network.

(c) Increased motor vehicle fuel economy results in the consumption of less fuel and the generation of less gas tax revenue per mile driven, while inflation also erodes this revenue.

(d) Because motor vehicles create wear and tear on the highway, street, and road system, users of the system should pay the reasonable costs of maintaining, operating, and improving the system.

(e) A fee on gasoline and diesel sales would help maintain, operate, improve, and construct the state highway, local street, and road system, and the amount of the levy would not exceed the reasonable cost of funding those purposes.

(f) Because emissions from motor vehicles add to air quality problems, a portion of the fee on gasoline and diesel sales should be used for environmental programs that mitigate the air quality impacts of motor vehicles.

SEC. 2. Division 19 (commencing with Section 40000) is added to the Streets and Highways Code, to read:

DIVISION 19. GASOLINE AND DIESEL MOTOR VEHICLE FUEL

40000. Notwithstanding any other provision of law, a fee of 10 cents (\$.10) shall be imposed on each gallon of gasoline subject to Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code and each gallon of motor vehicle diesel fuel subject to Part 31 (commencing with Section 60001) of Division 2 of the Revenue and Taxation Code.

40001. Revenues generated from the fee imposed in Section 40000 shall be deposited in the Highway Fee Fund which is hereby created in the State Treasury and, except for refunds of nonpayments, may only be allocated, upon appropriation by the Legislature, as follows:

(a) Nine cents (\$.09) of the 10 cent (\$.0.10) fee revenue shall be allocated to finance the maintenance, operation, improvement, and construction of the state highway and local street and road system.

(b) One cent of the 10 cent (\$.10) fee revenue shall be allocated towards environmental programs that mitigate the air impacts of motor vehicles.

40002. The imposition of the fee in Section 40000 shall be as follows:

(a) The fee on gasoline shall be imposed on those persons and entities subject to, and shall be collected pursuant to the procedures set forth in, Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code.

(b) The fee on motor vehicle diesel fuel shall be imposed on those persons and entities subject to, and shall be collected pursuant to the procedures set forth in, Part 31 (commencing with Section 60001) of Division 2 of the Revenue and Taxation Code.

40003. The California Transportation Commission shall annually hold hearings in order to derive information to report to the Legislature on the amount of funding needed to maintain, operate, improve, and construct the state highway and local street and road system.

BILL NUMBER: ACA 21 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Members Bogh and Spitzer

JANUARY 7, 2004

Assembly Constitutional Amendment No. 21--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending subdivision (d) of Section 1 of Article XIX B thereof, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 21, as introduced, Bogh. Motor vehicle fuel sales tax revenue.

Existing provisions of the California Constitution require that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund and used for transportation purposes, but allow the transfer of these revenues to be suspended in whole or in part for a fiscal year under specified circumstances by a statute enacted by a 2/3 vote of the membership of each house of the Legislature.

This measure would change the vote requirement to 4/5 of the membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of this particular revenue from the General Fund to the Transportation Investment Fund.

Vote: 2/3. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2003-04 Regular Session commencing on the second day of December 2002, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended by amending subdivision (d) of Section 1 of Article XIX B thereof, to read:

(d) The transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if both of the following conditions are met:

(1) The Governor has issued a proclamation that declares that the transfer of revenues pursuant to subdivision (a) will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund of the State.

(2) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, ~~two-thirds~~ *four-fifths* of the membership of each house concurring, a suspension for that fiscal year of the transfer of revenues pursuant to subdivision (a), provided that the bill does not contain any other unrelated provision.

BILL NUMBER: ACA 24 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Member Dutra

FEBRUARY 13, 2004

Assembly Constitutional Amendment No. 24--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by adding Section 2 to Article XIX B thereof, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 24, as introduced, Dutra. Transportation Investment Fund: loans.

Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, sales taxes on motor vehicle fuel that are deposited in the General Fund to be transferred to the Transportation Investment Fund for allocation to various transportation purposes. Article XIX B authorizes the transfer of these revenues to the Transportation Investment Fund to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation issued by the Governor and the enactment of a statute by a 2/3 vote of both houses of the Legislature if the statute does not contain any unrelated provision.

This measure would authorize the Legislature to loan funds in the Transportation Investment Fund to the General Fund or any other state fund or account, or to local agencies, under conditions that are similar to conditions applicable to loans of revenues under Article XIX of the California Constitution.

Vote: 2/3. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2003-04 Regular Session commencing on the second day of December 2002, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended by adding Section 2 to Article XIX B thereof, to read:

SEC. 2. (a) Any money transferred to the Transportation Investment Fund pursuant to Section 1 may be loaned to the General Fund of the state or any other state fund or account only under one of the following conditions:

(1) That any amount loaned is to be repaid in full to the Transportation Investment Fund during the same fiscal year in which the loan was made, except that repayment may be delayed until a date not more than 30 days after the date of enactment of the budget bill for the subsequent fiscal year.

(2) That any amount loaned is to be repaid in full, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to that account, during the period of time that the money is loaned, to the Transportation Investment Fund, within three

fiscal years from the date on which the loan was made and one of the following has occurred:

(A) The Governor has proclaimed a state of emergency and declares that the emergency will result in a significant negative fiscal impact to the General Fund of the state.

(B) The aggregate amount of General Fund revenues for the current fiscal year, as projected by the Governor in a report to the Legislature in May of the current fiscal year, is less than the aggregate amount of General Fund revenues for the previous fiscal year, adjusted for the change in the cost of living and the change in population, as specified in the budget submitted by the Governor pursuant to Section 12 of Article IV in the current fiscal year.

(b) Nothing in this article prohibits the Legislature from authorizing, by statute, loans to local transportation agencies, cities, counties, or cities and counties from the Transportation Investment Fund for the purposes authorized under this article. Any loan authorized as described by this subdivision shall be repaid, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to that account, during the period of time that the money is loaned, to the Transportation Investment Fund, within four years after the date on which the loan was made.

BILL NUMBER: ACA 29 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Members Harman, Lowenthal, and Richman
 (Coauthors: Assembly Members Bates, Benoit, Berg, Canciamilla,
Daucher, Dutra, Shirley Horton, La Malfa, Liu, Matthews, Negrete
McLeod, Plescia, and Wolk)

MARCH 11, 2004

Assembly Constitutional Amendment No. 29--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX B thereof, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 29, as introduced, Harman. Transportation Investment Fund.

Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited in the General Fund be transferred to the Transportation Investment Fund for allocation to various transportation purposes. Article XIX B authorizes this transfer to the Transportation Investment Fund to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation issued by the Governor and the enactment of a statute by a 2/3 vote of both houses of the Legislature if the statute does not contain any unrelated provision.

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.

Vote: 2/3. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2003-04 Regular Session commencing on the second day of December 2002, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended by amending Section 1 of Article XIX B thereof, to read:

SECTION 1. (a) For the 2003-04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury.

(b) (1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of

the Revenue and Taxation Code as that section read on ~~the operative date of this article~~ March 6, 2002 .

(2) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated solely for the following purposes:

(A) Public transit and mass transportation.

(B) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program, or any successor to that program.

(C) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.

(D) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.

(c) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, as follows:

(A) Twenty percent of the moneys for the purposes set forth in subparagraph (A) of paragraph (2) of subdivision (b).

(B) Forty percent of the moneys for the purposes set forth in subparagraph (B) of paragraph (2) of subdivision (b).

(C) Twenty percent of the moneys for the purposes set forth in subparagraph (C) of paragraph (2) of subdivision (b).

(D) Twenty percent of the moneys for the purpose set forth in subparagraph (D) of paragraph (2) of subdivision (b).

~~(d) The transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if both of the following conditions are met:~~

~~(1) The Governor has issued a proclamation that declares that the transfer of revenues pursuant to subdivision (a) will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund of the State.~~

~~(2) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues pursuant to subdivision (a), provided that the bill does not contain any other unrelated provision.~~

~~(e) The Legislature may enact a statute that modifies the percentage shares set forth in subdivision (c) by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b).~~

Solano Transportation Authority

2004 Legislative Priorities and Platform

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue project funding for:
 - a. I-80/I-680/SR 12 Interchange *
 - b. Jepson Parkway Project*
 - c. Vallejo Intermodal Station*
 - d. Vallejo Baylink Ferry Service
 - e. Fairfield/Vacaville Intermodal Station*
 - f. Capitol Corridor Rail Service and track improvements throughout Solano County
 - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. Monitor the progress of the \$3 bridge toll and support Measure 2 scheduled for the March 2004 ballot.

* *Federal Priority Projects*

2004 STA LEGISLATIVE PLATFORM

I. Air Quality

1. Sponsor use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Monitor and review approval of the 2004 Ozone Attainment Plan by EPA.
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

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

2004 STA LEGISLATIVE PLATFORM

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

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

IV. Congestion Management

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

V. Employee Relations

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

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

2004 STA LEGISLATIVE PLATFORM

3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support efforts to pass a new federal transportation reauthorization bill.
11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.

2004 STA LEGISLATIVE PLATFORM

14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

VI. Liability

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

VII. Paratransit

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

VIII. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation construction projects.

2004 STA LEGISLATIVE PLATFORM

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX Rail

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

X. Ferry

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1st and 2nd Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. Advocate for sufficient State operating and capital for Vallejo Baylink ferry and countywide express bus from the proposed “3rd Dollar” Bridge Toll (Measure 2) program in amounts sufficient in order to maintain and expand Vallejo Baylink ferry and express bus operations and fund Intermodal stations in support of this service.

2004 STA LEGISLATIVE PLATFORM

3. In addition to new bridge tolls, work with MTC to generate new regional transit revenues such as gasoline sales taxes, etc., to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.
4. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

XI. Safety

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

XII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Due to the elimination/reduction of Federal transit operating subsidies, support legislation to also eliminate or ease Federal requirements and regulations regarding transit operations.
6. Support efforts to change Title 23 restrictions on use of toll bridge funds for operations.



DATE: April 5, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Implementation of Regional Measure 2 (RM 2) – Next Steps

Background:

There are seven State-Owned Toll Bridges located in the Bay Area. All seven bridges were constructed between 1926 and 1967 and all were built using non-federal dollars. In April 2000, the California Department of Transportation entered into an agreement with the Federal Highways Administration (FHWA) to use federal funds on several of these bridges. Three of the seven bridges (Bay Bridge, Benicia-Martinez, and Richmond-San Rafael) are now 'federalized' bridges.

Regional Measure 2 (RM 2), funded through a \$1 toll increase on the Bay Area's seven state-owned bridges, was approved by Bay Area voters on March 2nd. The toll increase is expected to raise approximately \$125 million annually to address congestion relief and enhance convenience and reliability of the Bay Area's public transit system by funding a specific list of regional transportation projects in each of the seven counties.

Election results show that RM 2 was approved by 57% of the Bay Area voters. However, only 41% of Solano County voters voted in favor of the measure. According to D.J. Smith, our Expenditure Plan consultant, this low level of support was a result of the ballot summary language not including Solano County projects and no organized campaign in Solano County.

The passage of RM 2 did result in funding for the following Solano County projects:

- | Capital Projects | | |
|---------------------------|---|-------------------------|
| 1. | I-80/I-680/SR 12 Interchange | \$100.0 million |
| 2. | Vallejo Station | \$ 28.0 million |
| 3. | Solano County Express Bus Facilities
(Benicia Intermodal, Fairfield Transit Center – Phase 3, Vacaville Transit Center,
and Vallejo Park and Ride Improvement at Curtola) | \$ 20.0 million |
| 4. | Fairfield/Vacaville Train Station and | |
| 5. | Capitol Corridor Track Improvements | \$ 25.0 million |
| 6. | Competitive Transit Capital Grant Program
(North Bay transit and/or park and ride projects) | \$ 20.0 million |
| Annual Operating Programs | | |
| 7. | Vallejo Ferry | \$ 2.7 million per year |
| 8. | Regional Express Bus North Pool | \$ 3.4 million per year |

POTENTIAL IMPACT OF TITLE 23 ON FEDERALIZED BRIDGES AND RM 2

Federal Law (Title 23 Sections 144 and 129), except of specific exemptions, prohibits the use of local toll revenues for transit operations when federal funds are used for bridge rehabilitation or replacement costs. With the passage of RM 2, the toll on the Bay Area's seven state owned bridges will increase from \$2 to \$3 by adding an additional \$1 to the toll beginning July 1, 2004. Within the Bay Area region, this increased toll is expected to fund \$1.4 billion in capital improvements that emphasis transit expansion and generate an additional \$125 million in bridge toll revenue annually.

The RM 2 expenditure plan specifies that no more than 38% of the revenues in any given year will fund transit operations. Senate Bill 916 (Perata), the state legislation that contains the expenditure plan for RM 2) proposes that the a portion of RM 2 revenues be directed to fund the operating purposes for ten specific transit services (called "trunkline") and four "Non Trunkline" services that collectively total an estimated \$45 million in annual operating subsidy. Included in this list of specific transit operating services is the Vallejo Ferry (\$2.7 million annually) and Regional Express Bus North Pool - Carquinez and Benicia Bridge Corridors (\$3.4 million annually).

Federal Title 23 statutes could limit or restrict the ability of the Bay Area Toll Authority (BATA) to allocate RM 2 funds to transit operations on the corridors for the three "Federalized" bridges (the Bay Bridge, Benicia, and Richmond-San Rafael). MTC and members of the Bay Area Federal Legislative Delegation are in the process of pursuing a legislative exemption to this statute for the Bay Area state owned bridges.

Discussion:

SUBMITTAL OF PROJECT FUNDING REQUESTS

The Metropolitan Transportation Commission (MTC) staff is developing a detailed application process that will be provided to project sponsors early this month. The next steps to occur before the RM 2 funding allocation process can be finalized is as follows:

1. MTC's Bay Area Toll Authority (BATA) will adopt the new toll schedule on April 28, 2004
2. Toll collection will begin on July 1, 2004.
3. Initial project reports are due to BATA by project sponsors for projects requesting FY 2004/05 funds on May 1, 2004.
4. Projects reports for remaining projects are due by June 1, 2004.

The process for securing funding for operational purposes will be slightly different from the capital projects:

1. Performance measures are being developed by BATA (no deadline as yet, but funding cannot be allocated until these measures are adopted)
2. First year operational funding (FY 2004-05) is targeted to go primarily to the Water Transit Authority (WTA) and TransLink
3. The remaining transit operational funding will be available in FY 2005-06
4. Allocation of bill revenue for transit operation may not occur until federal restrictions prohibiting the use of Bridge Toll funds for transit operation are modified or some other funding arrangement can be made by MTC.

MTC staff has requested the STA coordinate Solano County's RM 2 project submittals with each Solano County project sponsor. Staff is in the process of scheduling these meetings in preparation for meeting the two submittals deadlines identified by MTC. Attachment C highlights the list of capital and transit services that are eligible to submit RM 2 funding requests.

FEDERAL LEGISLATIVE CHANGE FOR FEDERALIZED BRIDGES

Beginning in 2003 and with the passage of RM 2 in March 2004, MTC and various Bay Area transit and transportation agencies have been working members of the Bay Area Congressional delegation, California U.S. Senators Barbara Boxer and Dianne Feinstein, and the office of Governor Arnold Schwarzenegger to seek an amendment to Title 23 Sections 129 or 144 that would ensure that the subset of transit operations projects proposed in California Senate Bill 916 are able to move forward as approved by Bay Area voters (see Attachments A and B).

The STA's adopted 2004 Legislative Priorities and Platform contain a specific policy (XII.6 – Transit) in support of the passage of this legislative exemption, "Support efforts to change Title 23 restrictions on use of toll bridge funds for operations." In support of the Bay Area's continued effort to seek this exemption to Title 23, staff recommends the STA Board modify its 2004 Legislative Priorities and Platform by replacing the Legislative Priorities #6 – "*Monitor the progress of the \$3 bridge toll and support Measure 2 scheduled for the March 2004 ballot*" with "*Support efforts to change Title 23 restrictions on use of toll bridge funds for transit operations as specified in SB 916 and approved by Bay Area voters in Regional Measure 2.*"

A copy of the STA's 2004 Legislative Priorities and Platform is included with agenda item #IX.A.

Recommendation:

Approve the following:

1. Authorize the STA Chair to forward a letter to Bay Area Federal Representatives and members of the House and Senate Transportation Committees requesting support for an amendment to Title 23 Sections 129 or 144 allowing the use of RM 2 bridge toll funds to be used for transit operational purposes as specified in RM 2 and SB 916.
2. Amend the STA's 2004 Legislative Priorities and Platform to replace item #6 in the list of STA's Priorities with the following ("Support efforts to change Title 23 restrictions on use of toll bridge funds for transit operations"), as specified in SB 916 and approved by Bay Area voters in RM 2.

Attachments:

- A. Bay Area Delegation Letter to Ranking House Members of Transportation and Infrastructure Committee - June 5, 2003
- B. Letter from Business, Transportation & Housing Secretary Sunne Wright McPeak to Don Young, Chair of House T& I Committee – March 22, 2004
- C. List of RM 2 Capital and Operating Projects
- D. Specific Section of Title 23 proposed to be modified

June 5, 2003

The Honorable Don Young
Chairman
Committee on Transportation
2165 Rayburn House Office Building

The Honorable James L. Oberstar
Ranking Member
Committee on Transportation
2163 Rayburn House Office Building

The Honorable Thomas E. Petri
Chairman
Subcommittee on Highways, Transit and
Pipelines
B-370A Rayburn House Office Building

The Honorable William O. Lipinski
Ranking Member
Subcommittee on Highways, Transit and
Pipelines
B-375 Rayburn House Office Building

Dear Chairmen Young and Petri and Ranking Members Oberstar and Lipinski:

We are seeking a federal policy change during the Transportation and Infrastructure Committee's reauthorization of TEA-21 to further leverage local funds raised specifically for transportation projects to reduce congestion in the San Francisco Bay Area region.

Over the past decade, the citizens of the San Francisco Bay Area have invested well over \$1.5 billion for the construction and improvement of the federal interstate and federal-aid highway system at no cost to the federal government. Among these expenditures are \$480 million to replace the Carquinez Bridge on Interstate 80, over \$650 million to construct a new Benicia Bridge on Interstate 680, and hundreds of millions more for the widening of the San Mateo Bridge on highway 92 and improvements to Interstate 580, the Richmond – San Rafael Bridge.

The Bay Area has plans to continue this strong level of investment with the assistance of California State Senator Don Perata who is sponsoring legislation — Senate Bill 916 — which would place a one dollar surcharge on the existing toll rates (auto tolls would increase from \$2 to \$3). If approved by the legislature and then by Bay Area voters in March of 2004, roughly \$125 million annually would be available for projects to expand the federal interstate system as well as projects that reduce congestion and enhance travel alternatives in the bridge corridors. Based on recent polling information, this bill enjoys the support necessary for passage.

In addition, the State of California is also in the midst of a \$4.5 billion seismic retrofit program to make safe these same toll bridges. This effort includes a new eastern span of the San Francisco Oakland Bay Bridge — the western terminus of Interstate 80. As a result of the magnitude of the seismic work underway, the State has directed some of its existing federal highway formula funding to aid in the cost and cash flow of this seismic retrofit work.

At issue are existing federal laws that generally prohibit the use of local toll revenues for non-capital projects when federal funds are used for bridge rehabilitation or replacement costs. We are seeking a change in federal law to allow toll revenues generated by the state-owned Bay Area bridges to be used for non-capital costs similar to the exemption that currently exists for the Bay Area's own Golden Gate Bridge, Highway and Transportation District.

Stated below is the proposed addition to Title 23 Section 129 or 144 that would ensure that the small subset of non-capital projects proposed in California Senate Bill 916 are able to move forward with voter approval:

Notwithstanding any other provision of law, any bridge that is owned and operated by a state agency (1) whose toll revenues are administered by a Metropolitan Planning Organization (MPO), and (2) whose toll revenues provide for subsidizing of non-capital transportation costs, shall be eligible for assistance under this section but the amount of toll revenues expended for non-capital transportation costs shall in no event exceed the cumulative amount of local toll revenues used for federal interstate and federal-aid highway construction and improvement projects in the toll bridge corridors. Before authorizing an expenditure of funds under this subsection, the Secretary shall determine that the cumulative amount of toll revenues used for construction and improvement to the federal interstate and federal-aid highway system is greater than the cumulative amount of toll revenue used for non-capital transportation projects not directly related to the on-going operation and maintenance of the toll bridges.

Your support in this effort is extremely important to ensure that the San Francisco Bay Area is able to continue to maximize its local investment in transportation infrastructure and on-going maintenance.

Sincerely,

ELLEN O. TAUSCHER
Member of Congress

MIKE HONDA
Member of Congress

MIKE THOMPSON
Member of Congress

TOM LANTOS
Member of Congress

NANCY PELOSI
Member of Congress

LYNN WOOLSEY
Member of Congress

GEORGE MILLER
Member of Congress

BARBARA LEE
Member of Congress

PETE STARK
Member of Congress

ANNA ESHOO
Member of Congress

ZOE LOFGREN
Member of Congress

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER
Governor

Department of Alcoholic Beverage Control
Department of Corporations
Department of Financial Institutions
California Highway Patrol
California Housing Finance Agency
Commerce & Economic Development Program
Department of Housing & Community Development
Department of Managed Health Care



SUNNE WRIGHT MCPEAK
Secretary

Department of Motor Vehicles
Office of the Patient Advocate
Department of Real Estate
Office of Real Estate Appraisers
Stephen P. Teale Data Center
Office of Traffic Safety
Department of Transportation

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

March 22, 2004

The Honorable Don Young
Chairman, Transportation and Infrastructure Committee
United States House of Representatives
2165 Rayburn, House Office Building
Washington DC 20515

Dear Chairman Young:

I am writing on behalf of Governor Schwarzenegger to ask for your consideration on a matter that is of importance to our constituents in Northern California, and that represents the culmination of considerable work done by the people of the Bay Area.

At issue is a federal statutory restriction on the use of locally generated toll revenues. It is important to point out that over the past half-century the Bay Area toll payers built, with little federal assistance, seven toll bridges that are owned by the State of California and have been added to the federal interstate system. Over the past five years alone local toll revenues have funded over \$1.5 billion in newly built highway and bridge construction at no cost to the federal government. This investment was the result of a public vote in 1988 for a balanced congestion relief program funded with a toll increase that garnered nearly 70 percent approval at the ballot box.

On March 2, 2004, voters in the Oakland-San Francisco-San Jose region passed a new package of congestion relief improvements called Regional Measure 2. This new congestion relief program will expand and enhance the federal interstate system, increase ferry service and add rail and bus alternatives in the bridge corridors in an area where land is simply not available to do the kind of highway capacity increase that would truly solve highway congestion problems. Funded from a one-dollar surcharge on the existing toll rates (auto tolls would increase from \$2 to \$3) it would generate roughly \$125 million annually.

In a balanced and sustainable congestion relief package developed through a consensus of all nine Bay Area counties, the plan dedicates a portion of the toll revenues to operate and maintain the expanded ferry, bus and rail systems. The Golden Gate Bridge has had federal permission to do this for decades. The State of California is in the midst of a seismic retrofit program to make safe the state owned toll bridges. This program, estimated to cost \$5 billion, is funded overwhelmingly by local toll funds and state transportation funds. A relatively small portion of California's federal bridge retrofit funds has also contributed to this historic effort.

Chairman Don Young
March 22, 2004
PAGE TWO

We ask you to insert into TEA-LU a provision that treats the state owned Bay Area toll bridges the same as the Golden Gate Bridge District and allows the use of local toll funds consistent with measures passed by the voters. The special circumstances surrounding this issue -- the seismic retrofit of the Bay Area's toll bridges; the historic commitment of local funds to these and other critical projects of federal import; and, the state statutory requirement that this specific expenditure plan was approved by a vote of the people of the Bay Area prior to implementation -- provide more than ample opportunity to craft an exception that prevents a troublesome precedent. This request reaffirms California's commitment to make significant local contributions to the nation's interstate highway system at no cost to the federal government. Furthermore, it emphasizes the importance of allowing flexibility and local decision-making: a policy consistent with the themes established under your leadership of the Transportation and Infrastructure Committee and by Governor Schwarzenegger here in California.

Thank you very much for your consideration of this request. If you have any questions, I would ask that you have your staff contact Stacy Carlson, Director of the State of California Washington office, at 202-624-5270, or John Ferrera, Deputy Secretary for Transportation, at 916-323-5412.

Sincerely,

Original Signed by

Sunne Wright McPeak
Secretary

**Regional Measure 2: \$1 Toll Increase Expenditure Plan
Capital Projects**

Project Title	Project Description	Year	Toll Funding	Project Number	Project Sponsor(s)
Central Bay					
BART Tube Seismic Retrofit	Add seismic capacity to existing BART tube connecting the East Bay with San Francisco.	2005	\$143.0	21	BART
Transbay Terminal/Downtown Extension	Funding for a new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed rail line to the terminal and eventual rail connection to the east bay.	2005/2009 2016-2020	\$150.0	22	Transbay Joint Powers Authority
Oakland Airport Connector	New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the Connector.	2005	\$30.0	23	Port of Oakland and BART
AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor)	Develop enhanced bus on these corridors; including bus bulbs, signal prioritization, new buses and other improvements. Priority of investment shall improve the AC connection to BART on these corridors.	2005	\$65.0	24	AC Transit
Commute Ferry Service for Alameda/Oakland/Harbor Bay	Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections.	2007	\$12.0	25	Water Transit Authority
Commute Ferry Service for Berkeley/Albany	Purchase two vessels for ferry services between Berkeley/Albany terminal and San Francisco. The Water Transit Authority shall study four potential terminal locations, two in Berkeley and two in Albany, in the environmental, waterfront, and water transit planning documents to fully assess environmental impacts prior to the selection of a terminal location. Parking access and landside feeder connections must be sufficient to support ridership projections.	2009	\$12.0	26	Water Transit Authority
Commute Ferry Service for South San Francisco	Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections.	2007	\$12.0	27	Water Transit Authority
Water Transit Facility Improvements, Spare Vessels and Environmental Review	Provide two backup vessels for WTA services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations.	2007	\$48.0	28	Water Transit Authority

Project Title	Project Description	Year	Toll Funding	Project Number (in SB 916)	Project Sponsor(s)
Central Bay (Cont'd)					
Regional Express Bus for San Mateo, Dumbarton and Bay Bridge Corridors	Expand park and ride lots, improve HOV access, construct ramp improvements and purchase rolling stock.	2006	\$22.0	29	AC Transit and Alameda Congestion Management Agency
BART/MUNI Connection @ Embarcadero & Civic Center	Provide direct access from the BART platform to the MUNI platform at the above stations and equip new fare gates that are Translink ready.	2005	\$3.0	1	BART
MUNI Metro 3rd Street	Provide funding for the surface and light rail transit and maintenance facility to support MUNI service from Hunter's Point and connecting to Caltrain stations and the E line waterfront line.	2005	\$30.0	2	Muni
Caldecott Tunnel Improvements	Provide funding for a fourth bore at the Caldecott tunnel, between Alameda and Contra Costa Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. Provides up to \$500,000 for the County Connection to study all feasible alternatives to increase transit capacity in the westbound corridor of State Route 24, including the study of an express lane, high occupancy vehicle lane and an auxiliary lane.	2005/2010	\$50.5	36	Contra Costa Transportation Authority
MUNI Historic Streetcar Expansion (E-Line)	Provide funding to rehabilitate historic street cars and construct a terminal loop to support service from the Transbay Terminal and Ferry Building, and connecting the Fisherman's wharf waterfront	2005	\$10.0	3	Muni
South Bay					
East to West Bay Commuter Rail Service over Dumbarton Rail Bridge	Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton rail bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Palo Alto.	2006	\$135.0	4	San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority
I-880 North Safety Improvements	Reconfigure various ramps on I – 880 and provide appropriate mitigations between 29 th Avenue and 16 th Avenue.	2005	\$10.0	30	Alameda County Congestion Management Agency, City of Oakland, and Caltrans
BART Warm Springs Extension	Extension of the existing BART system 5.4 -miles by aerial structures and subway from Fremont to Warm Springs in southern Alameda County. Up to \$10 million shall be used for grade separation work in the City of Fremont necessary to extend BART.	2005	\$95.0	31	BART
I-580 (Tri Valley) Rapid Transit Corridor Improvements	Provide rail or High Occupancy Vehicle lane direct connector to Dublin BART and other improvements from I-580 in Alameda County for use by express buses.	2010	\$65.0	32	Alameda County Congestion Management Agency

North Bay					
Vallejo Station	Construct intermodal transportation hub for bus and ferry service, including parking structure at site of Vallejo's current ferry terminal.	2006	\$28.0	5	City of Vallejo
Solano County Express Bus Intermodal Facilities	Provide competitive grant fund source, to be administered by BATA. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	2007	\$20.0	6	Solano Transportation Authority
Solano County Corridor Improvements near Interstate-80/ Interstate 680 Interchange	Funds for specific projects recommended in the STA-Caltrans MIS for the I-80/680/12 interchange	2010	\$100.0	7	Solano Transportation Authority
Interstate-80: Eastbound High Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge	Construct HOV lane extension	2007	\$50.0	8	Department of Transportation
Richmond Parkway Park & Ride	Caltrans proposal to double transit capacity at existing facility from 200 to 400 buses per day and expand parking by 808 new spaces	2007	\$16.0	9	AC Transit, West Contra Costa Transportation Advisory Committee, West Contra Costa Transit Authority, City of Richmond, Caltrans
Sonoma Marin Area Rail Transit District (SMART) Extension to Larkspur	Extend rail line from San Rafael to a ferry terminal at Larkspur or San Quentin. Up to \$5 million may be used to study the potential use of San Quentin property as an intermodal water transit terminal.	2009	\$35.0	10	Sonoma Marin Area Rail Transit District (SMART)
Greenbrae Interchange Improvement	Construct local street bridge (Wornum) over Corte Madera Creek to improve Larkspur ferry access and bicycle access and reduce congestion on Richmond-San Rafael bridge approach.	2009	\$65.0	11	Marin Congestion Management Agency
Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill BART	Dedicated express bus connector exit with local street connection to Pleasant Hill BART.	2007	\$15.0	12	Contra Costa Transportation Authority
Rail Extension to East Contra Costa/E-BART	Extend BART from Pittsburg/Bay Point to Byron in East Contra Costa County. Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations.	2011	\$96.0	13	Contra Costa Transportation Authority and BART
Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor	Fund track and station improvements, including the Suisun Third Main Track and Fairfield New Station.	2010	\$25.0	14	Capital Corridor Joint Powers Authority and the Solano Transportation Authority
Central Contra Costa Bay Area Rapid Transit (BART) Crossover	Add new track before Pleasant Hill BART station to permit BART trains to make a quick turn, freeing up a 10-car train and permitting closer weekend headways into San Francisco.	2009	\$25.0	15	BART
Benicia-Martinez Bridge: New Span	Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor.	2005	\$50.0	16	Bay Area Toll Authority
Regional Express Bus North	Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highways and Transit District, Vallejo Transit, Napa VINE, and Fairfield-Suisun Transit. The Golden Gate Bridge and Highways District shall receive a minimum of \$1.6 million. Napa VINE shall receive a minimum of \$2.4 million.	2006	\$20.0	17	Metropolitan Transportation Commission

Regional					
TransLink®	Integrate TransLink® system with operators fare collection equipment, Phase 2 enhancements, and system expansion to new transit services such as ferries and express bus.	2006	\$22.0	18	Metropolitan Transportation Commission
Real-time transit information	Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops and/or via telephone, wireless or internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to Government Code Section 30914(d).	2006	\$20.0	19	Metropolitan Transportation Commission
Safe Routes to Transit	Construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Authorizes \$2.5 million to be spent for City Carshare to expand its program near transbay transit terminals.	2006	\$22.5	20	East Bay Bicycle Coalition and Transportation and Land Use Coalition
Regional Rail Master Plan	Provide planning funds for integrated regional rail study pursuant to Section 30914.5 (f). Includes up to \$2.5 million for Caltrain and/or BART to study ways to improve Bay Area access to the high-speed rail system. Up to \$0.5 million for Caltrain and/or BART to study the feasibility and construction of an intermodal transfer hub at Niles Junction.	2006	\$6.5	33	BART and Caltrain
Integrated Fare Structure Program	Provide planning funds for the development of zonal monthly transit passes pursuant to Section 30914.5 (e).	2006	\$1.5	34	TransLink® Consortium
Transit Commute Benefits Promotion	Marketing program to promote tax-saving opportunities for employers and employees as specified in the federal Internal Revenue Code Section 132 (f)(3). Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit.	2006	\$5.0	35	Metropolitan Transportation Commission
TOTAL			\$1,515.00		

Regional Measure 2: \$1 Toll Increase Expenditure Plan Transit Operations Funding

Key Features:

\$1.63 billion total cost (2005-2040)

\$48.3 million annual (2016-40)

Projects	Annual Amount (\$ in millions) 1st year of funding	Year Funding Begins	Escalation Rate 1.5%	Annual Amount FY 2016-2040 (constant \$)	Cumulative Total FY 2005-2040
Trunkline					
Dumbarton Rail	\$5.5	2008	1.5%	6,195,709	\$201,273,346
WTA: Alameda/Oakland/Harbor Bay *	\$6.4	2008	1.5%	7,209,553	\$234,208,984
WTA: Albany/Berkeley - S.F.*	\$3.2	2009	1.5%	3,551,504	\$112,221,174
WTA: South S.F. - S.F. *	\$3.0	2007	1.5%	3,430,170	\$114,432,243
Vallejo Ferry	\$2.7	2006	1.5%	3,133,460	\$107,233,854
Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	\$2.1	2007	1.5%	2,401,119	\$80,102,570
Napa Vine service terminating at Vallejo Intermodal terminal	\$0.39	2007	1.5%	445,922	\$14,876,192
Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	\$6.5	2007	1.5%	7,432,035	\$248,936,527
Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	\$3.4	2007	1.5%	3,887,526	\$129,689,876
Owl Bus Service on BART Corridor	\$1.8	2006	1.5%	2,088,973	\$71,489,236
Non Trunkline					
WTA System	\$3.0	2005	0%	3,000,000	\$108,000,000
MUNI 3rd street	\$2.5	2006	0%	2,500,000	\$87,500,000
TransLink® **	--	2005 -2007	0%	0	\$20,000,000
AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	\$3.0	2007	0%	3,000,000	\$102,000,000
Total	\$43.4			\$48,275,971	\$1,631,964,002

Escalated Total

Bill Provisions:

Operating funds shall constitute not more than 38% of the annual revenues generated from the 2004 toll increase

Notes:

* A portion of the funds may be dedicated to landside transit operations.

** TransLink® shall receive a total of \$20 million in operating funds between 2005 and 2007

Specific Section of Federal Law that Needs to Be Changed

Title 23 Section 129 (Toll roads, bridges, tunnels, and ferries) and Section 144 (Highway Bridge Replacement and Rehabilitation Program) sets forth restrictions on the use of toll revenues for bridges that receive federal funding for bridge rehabilitation and replacement. Section 144 also establishes some specific exemptions to these restrictions. For example, the Golden Gate Bridge, Highway and Transportation District has received federal dollars for its seismic retrofit program and uses toll revenues for transit operations. The specific provisions enabling this is italicized below:

Title 23 Section 144 (1):

Notwithstanding any other provision of law, any bridge which is owned and operated by an agency

(1) which does not have taxing powers,

(2) whose functions include operating a federally assisted public transit system subsidized by toll revenues, shall be eligible for assistance under this section but the amount of such assistance shall in no event exceed the cumulative amount which such agency has expended for capital and operating costs to subsidize such transit system. Before authorizing an expenditure of funds under this subsection, the Secretary shall determine that the applicant agency has insufficient reserves, surpluses, and projected revenues (over and above those required for bridge and transit capital and operating costs) to fund the necessary bridge replacement or rehabilitation project. Any non-Federal funds expended for the seismic retrofit of the bridge may be credited toward the non-Federal share required as a condition of receipt of any Federal funds for seismic retrofit of the bridge made available after the date of the expenditure.

The proposed change to Title 23 Section 129 or 144 that would ensure that operating projects proposed in SB 916 are able to move forward with voter approval is:

Add new subsection:

Notwithstanding any other provision of law, any bridge that is owned and operated by a state agency (1) whose toll revenues are administered by a Metropolitan Planning Organization (MPO), and (2) whose toll revenues provide for non-capital transportation costs, shall be eligible for assistance under this section. However, the amount of toll revenues expended for non-capital transportation costs shall in no event exceed the cumulative amount of local toll revenues used for federal interstate and federal-aid highway construction and improvement projects in the toll bridge corridors. Before authorizing an expenditure of funds under this subsection, the Secretary shall determine that the cumulative amount of toll revenues used for construction and improvement to the federal interstate and federal-aid highway system is greater than the cumulative amount of toll revenue used for non-capital transportation projects not directly related to the on-going operation and maintenance of the toll bridges. For the purposes of this section, toll revenues used to fund the seismic retrofit program and related costs are considered to be capital expenditures.

Suggested report language:

It is the Committee's intent that the proposed amendments to Title 23 shall have no impact on the California Seismic Retrofit Program.



DATE: April 2, 2004
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Use of STP/CMAQ Second Cycle Funding as STIP Backfill

Background:

Due to the State budget crisis and its fiscal impact on transportation, the California Transportation Commission (CTC) suspended virtually all State Transportation Improvement Program (STIP) allocations in June 2003. Since then, numerous projects from throughout the state that are ready for construction have been submitted to the CTC for allocations. Due to the unavailability of funds in the State Highway Account (SHA), these projects were placed in a "Pending" status. The unavailability of STIP funds have resulted in many critical construction projects in the Bay Area being placed on hold, including the Jepson Parkway I-80/Leisure Town Road Overcrossing and Interchange project in Vacaville.

Discussion:

In December 2003, the Metropolitan Transportation Commission (MTC) adopted initial commitments for Transportation 2030 (T-2030) that would fund a number of regionally significant programs from future STP/CMAQ/TE funding. These proposed commitments would fully use the second cycle federal discretionary programming in the following program areas:

- Clean Air
- Regional Operations
- CMA Planning
- Transit Capital Shortfall
- Local Streets and Roads Shortfall
- Transportation for Livable Communities/Housing Incentives Program (TLC/HIP)
- Regional Bicycle and Pedestrian Program

In an effort to keep construction projects moving forward and thus stimulating the Bay Area economy, the Congestion Management Agencies (CMA's) from all nine counties of the Bay Area presented a proposal to the Partnership Board (an advisory Board to the Commission) on how to modify the programming of Second Cycle STP/CMAQ/TE to "free-up" federal funds to backfill a list of critical STIP projects. Additionally, the CMA's proposal identified specific Traffic Congestion Relief Program (TCRP) projects that may also be eligible for federal funding if the TCRP is eliminated.

The CMA's proposal recommended full funding for the Clean Air Program, Regional Operations Program, CMA Planning, Transit Capital Shortfall and Local Streets and Roads Shortfall programs in the Second Cycle. However, the proposal recommended deferring or suspending, in full or in part, funding for the Regional Bicycle and Pedestrian Program and the TLC/HIP Program in the second Cycle. The deferred funds would be used on STIP projects that have been previously committed, but face funding shortfalls due to the lack of available state funding.

All Second Cycle "loans" to STIP projects would be repaid to the regional programs in the Third Cycle of STP/CMAQ/TE funding, thus making them "whole." The \$60 million freed up by the deferrals and suspensions would go toward STIP projects that are awaiting funding and would provide a strong economic stimulus to the Bay Area while also providing congestion relief.

The Jepson Parkway I-80/Leisure Town Road Overcrossing and Interchange project in Vacaville, the STA's highest priority construction project, is included in the list to receive federal funds as a STIP backfill.

MTC staff, in cooperation with the Partnership Board, developed a programming proposal for using STP/CMAQ Second Cycle funding to backfill STIP projects based on the CMA's proposal that was approved by the Partnership Board. This staff proposal (see attachment) was approved in concept by the full Commission on March 24, 2004 as part of the 2004 Regional Transportation Improvement Program (RTIP). The RTIP, including using STP/CMAQ to backfill the STIP, will be voted on at the April Commission meeting.

Recommendation:

Informational.

Attachment

A. MTC Memorandum, March 3, 2004



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Boni MetroCenter
191 Eighth Street
Oakland, CA 94607-7700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Allocations Committee

DATE: March 3, 2004

FR: Executive Director

W.I:

RE: Use of STP/CMAQ Second Cycle Funding as STIP Backfill

Over the past several weeks, staff has been responding to a January 26th Partnership Board request to look at options for using Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Enhancement (TE) funding as substitute programming for critical STIP projects that have been unable to receive allocations due to the crisis in the State Highway Account. This is a status report on those activities. The STIP schedule will require that you take action at the April committee meeting.

Background

In December 2003, the Commission approved Phase 1 commitments for Transportation 2030 (T-2030). The Commission adopted a number of regionally significant program elements that would be funded from future STP/CMAQ/TE funding. Subsequently, the Partnership Board met on January 26th to discuss the T-2030 Phase 1 commitments in more detail. At this meeting, the congestion management agencies (CMA's) presented a proposal on how to proceed with implementing Phase 1 T-2030 commitments under Second Cycle STP/CMAQ/TE programming in the context of the State of California's fiscal crisis. The Partnership requested MTC consider this proposal.

Programming activity had been scheduled to follow the Commission's December 2003 adopted T-2030 recommendations. The Second Cycle federal discretionary programming would commit anticipated FY 2005-06 and 2006-07 STP/CMAQ/TE revenues. The T-2030 Phase 1 commitments would fully utilize the anticipated appropriated revenues in the second cycle in the following program areas:

- Clean Air
- Regional Operations
- CMA Planning
- Transit Capital Shortfall
- Local Streets and Roads Shortfall
- Transportation for Livable Communities/ Housing Incentives Program (TLC/HIP)
- Regional Bicycle and Pedestrian Program

Memo to Programming & Allocations Committee

March 3, 2004

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The CMA's proposal would permit full funding for the Clean Air Program, Regional Operations Program, CMA Planning, Transit Capital Shortfall, and Local Streets and Roads Shortfall programs in the Second Cycle. However, they recommend that the region consider deferring or suspending, in full or in part, the funding for the Regional Bicycle and Pedestrian Program and TLC/HIP program in the Second Cycle program. The funds being deferred or suspended from the TLC/HIP and the Regional Bicycle and Pedestrian program would be used on STIP projects that have been previously committed but face shortfalls due to the lack of available funding at the state level.

Making Room for STIP Projects

We have considered the CMA proposal and in concert with discussions with the Partnership and other stakeholders since January 26th, have developed a strategy for deferral and repayment of some of the STP/CMAQ/TEA funding to the Third Cycle of federal discretionary funding, FY 2007-08 and FY2008-09 (see Attachment 1). In summary, \$60 million in federal discretionary funding would be freed up, as follows:

- The adopted First Cycle programming done by the Commission in June 2003 did not fully program the available revenues in FY 2004-05. The remaining \$11 million in unprogrammed STP/CMAQ funds is being made available for STIP programming now.
- The T-2030 commitment levels for the Regional Operations Program was to ongoing contracts for the various program elements, such as TransLink® and 511. Primarily through the temporary usage of SAFE funds MTC has in reserve, MTC is able to defer \$5 million out of FY 2005-06 with payback in FY 2007-08. This will not affect the availability of funds for any ongoing contract activity.
- The Second Cycle of federal discretionary programming was to have included more than \$27 million annually for the TLC/HIP program, to make up for no TLC/HIP programming in the First Cycle. The recommendation is to suspend the earlier years of TLC/HIP funding, covering FY 2003-04 and FY 2004-05. This suspension frees up \$54 million of STP/CMAQ/TE funding. The original Second Cycle TLC/HIP programming level was set at \$72 million. Staff's recommendation is to keep the full \$27 million annual commitment in the first year of Second Cycle of federal discretionary programming, which is FY 2005-06, in order to meet the Transportation Control Measure "C" requirement in the approved 2001 Ozone Attainment Plan for our region. In FY 2006-07, staff recommends up to a \$9 million HIP program. The freed up amount of \$36 million would be made available for backfilling the STIP. As shown in Attachment 1, there would be higher funding levels for TLC/HIP in the Third Cycle so that the average annual programming amount over the four years would be \$27 million.

Memo to Programming & Allocations Committee

March 3, 2004

Page 3

- The Regional Bike/Pedestrian program received a commitment under Phase 1 T-2030 of \$200 million over 25 years. In lieu of \$8 million annually starting in FY2005-06, this recommendation would halve the program in the first two years to \$8 million instead of \$16 million, making up for it in the outer two years of SAFETEA, FY 2007-08 and FY 2008-09. Thus, the average annual commitment over the four-year period would remain \$8 million.

All Second Cycle "loans" to STIP projects would be repaid to the Regional Operations, TLC/HIP, and Regional Bike programs in the Third Cycle. The \$60 million freed up in the earlier years will go towards STIP projects that are awaiting funding, and will provide much needed economic stimulus and congestion relief.

STIP projects proposed for funding

In consultation with the Partnership and individual project sponsors, we have assembled a list of projects that are ready-to-go existing STIP projects that would be moving forward if sufficient STIP funding was available. Only existing STIP projects were considered. In screening the nearly 200 projects in the upcoming 2004 RTIP, staff developed a number of Guiding Principles in making its final recommendation (see Attachment 2). High priority projects were deemed to be safety-related, necessary to meet air quality commitments, and critical rehabilitation of our existing system. As well, there are a number of high profile STIP projects that are relying on future TCRP allocations to make them whole, with the TCRP funds completing complex funding packages for these projects. The \$60 million made available will be committed to backfilling the STIP projects shown in Attachment 3. Note that the possible removal of these projects from the RTIP is mentioned in the Draft 2004 RTIP going out for public comment today. The removal of these projects from the STIP also will enable other much-needed priorities to be advanced in the STIP.

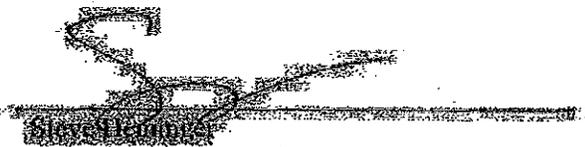
The funding for the projects that may not receive their future TCRP funding allocations will be held in reserve until such time that the outcome of the TCRP program and the likelihood of new allocations to TCRP projects is known. At the earliest, this will be at the conclusion of the FY 2004-05 State Budget deliberations.

Note that the STP/CMAQ funding is only a portion of the larger regional response to the STIP shortfall. Upon the CTC release of the Draft STIP Fund Estimate in November 2003, it became evident that STIP revenues, consisting of the State Highway Account (SHA), the Public Transportation Account (PTA), and the Transportation Congestion Relief Fund (TCRF), would not reach the fund levels originally anticipated. MTC staff began work in earnest with the STIP project sponsors months in advance of this news to see if there were ways to use other local or regional funds to keep projects going. Many sales tax authorities came forward to offer local sales tax funding to be used as a substitute for STIP funding, paid back at a later date in the STIP.

Memorandum to Programming & Allocations Committee
March 1, 2004
Re:

As well, Santa Clara County has opted on the use of the CARVER bonding mechanism to advance critical projects in their County. A comprehensive summary of all these STIP backfill strategies is contained in Attachment 1.

We recommend that the Commission consider in its adoption of the 2004 RFP in April 2004 the removal of the projects listed in Attachment 2 from the STIP and the award in lieu of the same projects in the Second Cycle of STIP/CMO programming. The same action should provide for the repayment of the displaced programmatic funding in the Third Cycle of federal programming.



A handwritten signature in dark ink, appearing to be "Steve [unclear]", is written over a horizontal line. The signature is somewhat stylized and partially obscured by the line.

STIP/CMO

Steve [unclear]
[unclear]

Baseline Programming from T-2030 Consensus

First, Second, and Third Cycle STP/CMAQ/TEA
Scheduled Commission adoption October 2004 for Second Cycle

*(figures in millions of dollars)	1 st Cycle		2 nd Cycle		3 rd Cycle	
	FFY 2003-04	FFY 2004-05	FFY 2005-06	FFY 2006-07	FFY 2007-08	FFY 2008-09
Clean Air	\$12	\$28	\$6	\$3	\$2	\$2
Regional Operations	\$25	\$40	\$33	\$27	\$20	\$19
Planning Activities	\$4	\$4	\$4	\$4	\$5	\$5
TEA-21 OA Carryover	\$95	\$48				
Road & Transit Shortfalls ¹	—	—	\$56	\$56	\$56	\$56
TLC/HIP ²	—	—	\$27	\$45	\$36	\$54
Regional Bike/Ped.	—	—	\$8	\$8	\$8	\$8
Possible Additional Funding ³					\$25	\$11
TOTAL	\$136⁷	\$120⁷	\$134	\$143	\$152	\$155

Deferral Option for Second Cycle Commitments

—Regional Ops & TLC/HIP & Regional Bike/Ped. deferral to Third Cycle—

*(figures in millions of dollars)	1 st Cycle		2 nd Cycle		3 rd Cycle	
	FFY 2003-04	FFY 2004-05	FFY 2005-06	FFY 2006-07	FFY 2007-08	FFY 2008-09
Clean Air	\$12	\$28	\$6	\$3	\$2	\$2
Regional Operations ⁴	\$25	\$40	\$30	\$25	\$25	\$19
Planning Activities	\$4	\$4	\$4	\$4	\$5	\$5
TEA-21 OA Carryover	\$95	\$48				
Road & Transit Shortfalls ¹	—	—	\$56	\$56	\$56	\$56
TLC/HIP ⁵	—	—	\$27	\$9	\$27	\$45
Regional Bike/Ped. ⁶	—	—	\$2	\$6	\$12	\$12
STIP Backfill	—	\$11	\$9	\$40		
Possible Additional Funding ³					\$25	\$16
TOTAL	\$136⁷	\$131⁷	\$134	\$143	\$152	\$155

Status of STIP Programming in the MTC Region

2002 STIP and upcoming 2004 STIP

(figures in millions of dollars)

(SFY)	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Programmed	209.2	170.8	196.7	99.0	190.9	0	0
Allocated	195.2	29.5	0	0	0	0	0
NEW 2004 target	0	0	16.1	155.7	131.7	129.0	195.9

Footnotes:

¹ Transit/local road rehab is 1/25th annually of T-2030 commitment level

² TLC/HIP totals \$162 for the 4 year period, or 6 x \$27 annually under SAFETEA

³ The possible additional funding is based on expectations of increased federal revenues from SAFETEA and represents a midpoint between the Administration's proposal and the Senate's proposal.

⁴ In the Regional Operations Program, \$5 million is deferred to 3rd Cycle and restored in FY 2007-08

⁵ TLC/HIP totals \$108 for the 4 year period, or 4 x \$27 annually under SAFETEA

⁶ Regional Bike/Ped. recovers to \$24 in Third Cycle, or 4 x \$8 annually under SAFETEA

⁷ Amended on March 3, 2004 to reflect actual programming

Guiding Principles

For the development of the STP-CMAQ/STIP backfill proposal
February 24th, 2004

1. Only those projects and those phases that are already in the 2002 STIP are being considered for backfill funding, with the exception of the TCRP Reserve category.
2. The STP/CMAQ funding will be programmed as a grant to the project. The project list will be adopted as part of STP/CMAQ Second Cycle policy adoption by the MTC Commission in April 2004.
3. The funding available is Federal Fiscal Year's 2005-06 and 2006-07 appropriated STP and CMAQ funding, what MTC is considering as "Second Cycle" federal discretionary programming. The revenue assumptions are consistent with revenue assumptions developed for First Cycle programming of these funds.
4. The revenues available as STIP backfill are being deferred out of Second Cycle from the T-2030 Phase 1 Consensus elements adopted by the Commission in December 2003. These deferrals will be made up for in Third Cycle.
5. The funds freed up from T-2030 Phase 1 Consensus deferrals are pooled to address the highest priority STIP needs regionally. Funds will not be returned to the Counties in accordance with any formula share or crediting scenario.
6. The TCRP Reserve is money that will be held pending the outcome of the Governor's proposal to eliminate the TCRP program, or the outlook on further deferral of Prop 42 revenues in FY 2005-06. MTC will not act to program these funds until after this legislative session, and perhaps until after there is additional clarity on the potential for further Prop 42 deferral in the FY 2005-06 State Budget.

The TCRP project funding levels listed are those dollar levels representing Unallocated TCRP funding. Projects with a discrete funding amount necessary to match other committed funding and enable a crucial project to go forward were included in this grouping. Allocated TCRP funding in danger of being unreimbursed was considered but was recommended to not be included on the list.

Should TCRP funds be available for the project then the STP/CMAQ will return to MTC for T-2030 commitments as determined by the Commission.

7. Projects have been selected in an attempt to address geographical equity, while respecting those categories that the MTC Commission should consider as very high priorities in this current environment of fiscal decline.

Critical categories selected include the following:

- safety projects that would otherwise be delayed due to the unavailability of STIP funds
- air quality projects included in a current conformity finding not scheduled for revisiting. NOTE: the Bay Area Air Basin projects will be part of the upcoming conformity finding made in conjunction with the adoption of the 2005 TIP
- Critical funding as a backfill to unallocated TCRP necessary to complete complex funding packages on STIP/TCRP projects
- rehab projects that are critical to the local agency and do not otherwise fit into the Transit and Local roads rehab element of the Second Cycle STP/CMAQ T-2030 consensus elements

8. Projects are primarily ready-to-go construction projects that will provide needed safety improvements, address air quality needs, cover necessary rehab, and provide needed TCRP funds to high priority STIP projects

9. It is not recommended that any regional federal funds be utilized to backfill delayed ITIP funding. There is no guarantee ITIP funding will return to the region.

J:\PROJECT\Funding\RTIP\04 RTIP\04 STIP Crisis Management\STP-CMAQ Crisis Management 03-03-04 PAC\STP-CMAQ for STIP Guiding Principles.doc

Memo to PAC
March 3, 2004
Attachment 2

**Proposed STIP Crisis Backfill
March 3, 2004**

(amounts in thousands)

County	PPNO	TIP ID	RTP ID	Deliverable Phase	Mode	Implementing Agency	Project Title	STP-CMAQ Amount
Safety Enhancements								
Alameda	2011C	ALA030012	98198	CON (Phase 1)	Local Road	County of Alameda	Vasco Road Safety Imps - Phase 1	\$3,900
San Francisco	2014R	SF-010029	21507	ENV	Urban Rail	BART	BART - Downtown Stations Seismic Analysis	\$500
San Francisco	2014N	SF-010033	94635	CON	Urban Rail	BART	BART - San Francisco Stations Platform Edge Tiles Replacement	\$2,000
San Francisco	2014H	SF-010024	94080	CON	Bus	SF Muni	SF Muni - 1401 Bryant Overhead Lines Building Seismic Rehab	\$9,200
San Mateo	0225G	SM-010002	21893	CON	State Hwy	Caltrans	SR 92 - Shoulder Widening and Curve Correction - Pilarctus Crk	\$2,619
Santa Clara	0070	SCL010040	21715	CON	State Hwy	VTA	SR 152/SR 156 - Improvements	\$11,700
Total:								\$29,919
CUM.TOTAL								\$29,919
TCRP Availability								
Solano	\$301	SOL990004	94151	CON (Phase 2)	Local Road	Solano TA	Jepson Parkway - between SR 12 and I-80 on Walters, Vanden and Leisure Town Roads - Phase 2	\$4,650
Total:								\$4,650
CUM.TOTAL								\$34,569
TCRP Rehabilitation								
Alameda	2113A	ALA990020	94526	CON	Bus	AC Transit	AC Transit - Engine Transmission Rehabilitation	\$628
Alameda	2009D	ALA030001	94526	CON	Bus	AC Transit	AC Transit - Bus Component Rehabilitation	\$4,000
San Francisco	2014P	SF-010026	94572	CON	Ferry	GGBHTD	GGBHTD - San Francisco Ferry Terminal Facilities Rehab	\$2,250
Total:								\$6,878
CUM.TOTAL								\$41,447
TCRP Program Response								
Contra Costa	2011G	CC-030030	98197	CON	Urban Rail	BART	BART - Richmond Station Additional Parking	TBD
Marin	0342L	MRN990001	94563	CON	State Hwy	Caltrans	US 101 - HOV Lane Gap Closure - Cal Park to N. San Pedro	TBD
Napa	0367D	NAP010008	94074	ENV	State Hwy	Caltrans	SR 12 - Jamieson Canyon Widening	TBD
Sonoma	0789A	SON990001	94165	CON	State Hwy	Caltrans	US 101 - HOV Lanes - SR 12 to Steele Lane	TBD
Total:								\$19,620
CUM.TOTAL								\$61,067
GRAND Total:								\$61,067

* Note: Reserve amounts dependent upon TCRP Availability and Caltrans cost savings.

**STIP Shortfall
Regional Response
March 3, 2004**

(amounts in thousands)

	1 STIP/CMAQ Grant	2 STIP/CMAQ Reserve	3 AB3090	4 GARVEE
ALAMEDA				
AC Transmission Rehab	\$628			
AC Bus Component Rehab	\$4,000			
Vasco Road Safety Improvements	\$1,400			
680 Sunol Grade Southbound				
880/ Mission Interchange / HOV extr.			\$36,837	
TOTAL	\$6,028		\$36,837	
CONTRA COSTA				
BART Richmond Station Parking Structure		\$4,320	\$2,000	PENDING
Vasco Road Safety Improvements	\$2,600			
Richmond Amtrak Station Improvements			\$2,400	PENDING
Lafayette Reflex Valley Road Regional Trail			\$109	
Martinez Bay Trail			\$300	
Hillcrest Avenue Offramp - Antioch			\$250	
TOTAL	\$2,600	\$4,320	\$4,759	
MARIN				
101 HOV Gap Closure		\$10,000		
TOTAL		\$10,000		
NAPA				
Route 12 Jamieson Canyon		\$1,500		
TOTAL		\$1,500		
SAN FRANCISCO				
MUNI 3rd St LRT extension			\$22,570	PENDING
101 Doyle Drive			\$3,000	PENDING
BART Downtown Stations Seismic Analysis	\$500			
BART Tile Edge Replacement	\$2,000			
GGBHTD Ferry Terminal Rehab	\$2,250			
MUNI 1401 Bryant St. Seismic Retrofit	\$9,200			
Department of Parking and Traffic PT Ped Improvements			\$4,056	PENDING
SF Public Work 3rd Street/Bayshore Pavement Rehab			\$4,768	PENDING
TOTAL	\$13,950		\$34,394	
SAN MATEO				
92 Curve Corrl Shoulder Widng	\$2,619			
TOTAL	\$2,619			
SANTA CLARA				
880/Coleman				\$81,136
87 HOV, Julian to 280				\$44,018
87 HOV 280 to 85				\$50,645
152/156 Safety Enhancements	\$11,700			
680 Sunol Southbound HOV			\$1,700	
SR 25 Improvements				
TOTAL	\$11,700		\$1,700	\$175,799
SOLANO				
Jepson Parkway/etsuretown IC	\$4,650			
80/680/12 Interchange				
Vallejo Ferry Terminal facility				
TOTAL	\$4,650			
SONOMA				
101 12 to Steele HOV lane		\$3,800		
101 Steele Lane interchange				
TOTAL		\$3,800		
Regional TOTAL	\$41,447	\$19,620	\$77,690	\$175,799



DATE: April 2, 2004
TO: STA TAC
FROM: Mike Duncan, Director of Projects
RE: Cordelia Truck Scales Relocation Study – Update

Background:

The Draft Cordelia Truck Scales Relocation Study was initially presented to the STA Board of Directors on October 8, 2003. The study was conducted as part of the preparation of the Environmental Documents and Project Report for the I-80/I-680/SR12 Interchange. The goal of the study is to identify the “best” location, or locations, for truck scales in Solano County based upon the technical factors used in the study. Korve Engineering, as a subconsultant to MTCo/Nolte Joint Venture, and Nolte Engineering conducted the Cordelia Truck Scales Relocation Study.

Three options were identified as potential locations for truck scales in Solano County. These options are:

- Option 1 – Relocate the scales within the I-80/I-680/SR12 Interchange area
- Option 2 – Locate a set of scales on I-80 between Fairfield and Vacaville and locate a set of scales on SR 12 between Suisun City and SR 113
- Option 3 - Locate a set of scales on I-80 between Vacaville and Dixon, locate a set of scales on SR 12 between Suisun City and SR 113, and locate a set of scales on I-505 between Vacaville and the county line.

STA scheduled meetings in order to facilitate public input and to provide affected agencies and interest groups with detailed information. The following meetings have occurred or are currently scheduled:

- Highway 12 Association – October 16, 2003
- Supervisor Forney – October 22, 2003
- Dixon City Council – October 28, 2003
- Caltrans District 4 Director Bijan Sartipi – November 3, 2003
- Vacaville City Council – November 11, 2003
- Rio Vista City Council – November 20, 2003
- Suisun City Council – December 2, 2003
- Fairfield City Council – January 6th
- BCDC – February 4th
- Headquarters Caltrans, Director of SHOPP Program – Feb 26th
- Arterials, Highways and Freeways Committee Tour of the Cordelia Truck Scales Facility – April 2nd

Discussion:

The STA received letters concerning the Truck Scales from the Cities of Dixon, Rio Vista and Vacaville, and the Resolution adopted by the City of Fairfield. Additionally, a letter from the Commissioner of the California Highway Patrol to the Director of Caltrans was also provided to STA. Attachment A provides a summary of the correspondence received by STA.

Based upon comments received during the public meetings, STA staff and project consultants further evaluated the potential benefits/disbenefits of the proposed site on I-80 between Fairfield and Vacaville (Lagoon Valley) and the proposed site on eastbound SR 12 near Olsen Road versus an eastbound SR 12 site near Branscome Road (opposite the proposed westbound site).

Although the I-80 site at Lagoon Valley in Option 2 provides some operational and constructibility improvements over the site within the I-80/680/12 Interchange, the site would still require significant complex braided ramp structures similar to Option 1. Additionally, as the Lagoon Valley and the North Texas Street areas “build-out”, traffic operations on I-80 would lessen the benefits in operational improvements over Option 1. These factors, combined with the additional scales required on SR 12 for Option 2, provided justification for staff to recommend eliminating Option 2 from further consideration.

A westbound site on SR 12 near Branscome Road (a level, straight section of SR 12) was initially eliminated due to an environmental “fatal flaw.” The Suisun Marsh Protection Area is adjacent to the south side of SR 12 in this area, the potential location for a westbound truck scale site. The Bay Conservation and Development Commission (BCDC) has said that construction of this type of facility within the Suisun Marsh Protection Area would be extremely difficult, if not impossible. However, additional engineering analysis of this area indicated that SR 12 could be relocated slightly north in the area of potential truck scales, thus negating the need to build in the Suisun Marsh Protection Area. The “flat” topography near Branscome Road and the ability to relocate the roadway slightly north provided justification for staff to recommend eliminating the SR 12 site near Olsen Road and including both eastbound and westbound sites on SR 12 near Branscome Road as the only proposed sites on SR 12.

The Arterials, Highways and Freeways Committee met on February 5, 2004 to review comments and letters received during the public input process, responses to these comments, and potential recommendations to the Board of Directors. The Committee directed staff to work with CHP and Caltrans to provide additional information on the following issues:

1. Can the truck scales be closed completely, or at least until improvements are made to the I-80/680/12 Interchange if they stay in the Interchange?
2. Will one set of scales on I-80, east of Dixon, be sufficient instead of scales at three locations? Or possibly a set on I-80 and a set on I-505, but none on SR 12?
3. Can a viable location on I-80 be located east of the sites proposed in Option 3 without the need for another set of scales on SR 113?
4. Can the design criteria (including technology improvements) be reevaluated to decrease the need for such long ramps and the related bridge structures for the locations in the I-80/680/12 Interchange?

The Committee forwarded the following four recommendations to the STA Board of Directors to be considered at the February 12, 2004 meeting:

1. Delete Option 2 from further consideration.
2. Determine the viability of relocating SR 12 to the north near Branscome Road to allow eastbound and westbound scales near Branscome Road, including a 4-lane roadway in this area. Delete the location near Olsen Road on SR 12 if this scenario is viable.
3. For Option 3 on I-80, reevaluate for locations outside of the Vaca-Dixon Greenbelt to a location, or locations, to the east.
4. Authorize the Executive Director to allocate up to \$10,000 in TCRP funds to complete recommendations 2 and 3.

In addition to approving the recommendations from the Committee, the Board added emphasis to the issues raised by the Committee by adding the following item:

5. Direct staff to fully investigate the following issues:
 1. Can the truck scales be closed completely, or at least until improvements are made to the I-80/680/12 Interchange if they stay in the Interchange?
 2. Will one set of scales on I-80, east of Dixon, be sufficient instead of scales at three locations? Or possibly a set on I-80 and a set on I-505, but none on SR 12?
 3. Can a viable location on I-80 be located east of the sites proposed in Option 3 without the need for another set of scales on SR 113?
 4. Can the design criteria (including technology improvements) be reevaluated to decrease the need for such long ramps and the related bridge structures for the locations in the I-80/680/12 Interchange?

STA staff recently consulted with CHP about potentially closing the Cordelia Truck Scales. CHP staff was not in favor of closing the scales for two specific reasons. In locations without truck scales, as many as 75% of all trucks have been shown to be overweight creating significant potential damage to both freeway and local roadway infrastructure. In locations with truck scales, less than 10% of trucks are overweight due to the deterrent factor of all trucks being weighed. Additionally, CHP staff at truck scales provides a visual "screening" of all vehicles and drivers for safety violations (e.g., uneven loads, "hot" brakes, damaged tires, tired or impaired drivers, etc.) to help ensure freeway safety.

CHP staff agreed to work with Caltrans and STA staff to reevaluate whether truck scales would be needed on I-505 and SR 12 if the Cordelia Truck Scales are moved outside the I-80/I-680/SR 12 Interchange to a location east of the Vacaville-Dixon Greenbelt, including whether a set of scales would also be needed on SR 113 if the scales were moved east of Dixon.

STA staff will direct the consultant to further evaluate the location on SR 12 near Branscome Road and to investigate viable locations on I-80 east of Dixon.

On February 26th, STA staff met with Randy Iwasaki, Headquarters (HQ) Caltrans Deputy Director for Maintenance and Operations (State Highway Operations Protection Program – SHOPP), and Caltrans staff from the Traffic Operations Division and the Research and Innovations Division. The senior Caltrans personnel are very familiar with the Cordelia Truck

Scales and are committed to improving these scales; however, the costs identified for any of the options in the Draft Cordelia Truck Scales Relocation Study are a major concern for HQ Caltrans. Renovated and new truck scales are funded through the SHOPP program. The most recent program for improving Truck Scales throughout the state shows \$24.1M for improvements to the Cordelia Truck Scales, well below the \$178M - \$415M in capital costs for replacing the Cordelia Truck Scales as shown in the Draft Cordelia Truck Scales Relocation Study. In fact, the total SHOPP program for the construction and upgrade of 11 Truck Scales throughout California, as shown in the 2001 Weigh Station Inventory of Needs, is only \$148.9M (including the \$24.1M for the Cordelia Truck Scales). Mr. Iwasaki and staff proposed that Caltrans, the California Highway Patrol (CHP) and Solano County will need to work together to develop innovative solutions for replacing the Cordelia Truck Scales that will include technology improvements, enhanced enforcement standards, cooperation from the trucking industry and possibly changes to state and federal laws.

A follow-up meeting was also held on February 26th with Caltrans and CHP operational and research staff to begin investigating how new technology may be used to improve truck scales, possibly reducing the size of truck scales and the need for the majority of trucks to enter the scales facility. The goal of the meeting was to evaluate the existing criteria for designing truck scales and to determine if new technologies could be used to significantly alter these criteria. The following topics were initially discussed:

- Virtual scales that weigh all trucks on the mainline freeway
- Measuring devices to determine oversized trucks (height and width)
- Camera systems to record trucks with violations
- Transponders on all commercial trucks to record ownership, safety inspections, weight records, cargo origin/destination, etc.
- The need for visual inspections to detect potential safety and security problems
- The need for visual inspections for driver screening
- Incentives for trucking companies to use the PrePass system or a similar system

The staff from all agencies agreed that the design criteria used to design new scales within the I-80/I-680/SR 12 Interchange (Option 1) must be thoroughly reviewed and significant efforts must be made to reduce/eliminate the extremely long truck ramps needed for these scales or similar scales throughout the state. New design criteria for “future” truck scales may include a combination of virtual scales that weigh all trucks on the mainline, camera systems to record violations, incentives for using the PrePass system that ensure safe trucks on the roadway, random inspections for a specified number of trucks to provide a deterrent for non-compliance with weight and safety standards, mobile enforcements units and specific locations for inspecting trucks for safety and security compliance.

Staff agreed to work toward developing a “Conceptual Design Criteria” for future truck scales that relies on reducing the number of trucks entering Truck Scales Facilities, thus reducing the size of the facility and the ramps serving the facility, while maintaining a specific level of “hands-on” inspections for safety and security.

In order to develop new criteria using advanced technology, such as virtual scales and camera enforcement, the trucking industry, unions serving the trucking industry, and state and federal legislators must be consulted. As such, the development of new criteria is well beyond the original scope of the Cordelia Truck Scales Relocation Study. Caltrans and CHP staff recommended completing the Cordelia Truck Scales Relocation Study and sending

recommendations to Caltrans and CHP that includes the need for a follow-on study to develop the new criteria.

Staff from Caltrans District 4 and Caltrans Headquarters met with CHP staff the third week of March to further discuss how to move forward with evaluating the role of emerging technologies in the design of truck scales facilities. STA staff met with Caltrans and CHP staff on March 29, 2004 to discuss their conclusions and the next steps for completing the Cordelia Truck Scales Relocation Study. Although definitive answers on the precise role of new technologies as enforcement tools is several years away, CHP and Caltrans agreed that new scale facilities must incorporate the most advanced systems available. Because of the potential benefits of new technologies to decrease the number of trucks required to enter a scales facility, CHP requested STA reevaluate truck scales within the I-80/I-680/SR 12 Interchange based upon a "constrained" physical environment. The reevaluation will help determine the capacity of a scales facility with shorter ramps, thus reducing the overall costs of scales within the Interchange. The information regarding capacity based upon physical constraints will help decisionmakers reevaluate the design criteria currently being used to design the scales facilities. In other words, can a facility be built that will not service all trucks, but will provide adequate safety, security and weight enforcement.

The Arterials, Highways and Freeways Committee met on April 2, 2004 and toured the Cordelia Truck Scales facilities and the other potential sites identified in Option 1 and Option 3 of the Draft Study. A copy of a presentation provided by CHP on the April 2, 2004 tour will be provided at the Board meeting. The goal stated by the Committee is to have the Study completed and forwarded to the State by mid-summer 2004.

Recommendation:

Informational.

Attachment

A: Summary of Agency Correspondence

Summary of Agency Correspondence

City of Dixon

- Opposition to Truck Scales in the Vaca-Dixon Greenbelt.
- Infringement on rural/agricultural buffer between Vacaville and Dixon.
- Trucks bypassing scales and using routes through and around the City.
- Close proximity of Option 3 scales to the planned National Veterans' Cemetery.
- Traffic conflicts between truck scales and local interchanges.
- Increase in air pollution from decelerating, accelerating and idling trucks.
- Questions regarding the capital cost analysis for the various locations.
- Substantial increases in operations and maintenance costs in an era of shrinking state budgets.

City of Rio Vista

- The proposed location on SR 12 near Olsen Road is dangerous.
- Truck scales should not be located on a two-lane roadway like SR 12.
- The study does not accurately address traffic operational impacts of scales near Olsen Road.
- Public safety is compromised by Option 3.
- The study underestimates the cost of Option 3.
- Option 3 trades one truck scales problem for three new ones and reduces operational efficiency and effectiveness.

City of Vacaville

- Opposition to Option 3 for the following reasons:
 - Location within the Vaca-Dixon Greenbelt.
 - Negative air quality impacts of the proposed locations on I-80.
 - Increase in operating and maintenance costs for Option 3 over Option 1.
- Opposition to Option 2 for the following reasons:
 - The location in Lagoon Valley is incompatible with the proposed development of Lagoon Valley.
 - Air quality would be significantly impacted in Lagoon Valley.
 - Added freeway congestion for the AM peak for Vacaville and PM peak for Fairfield.
 - Increase in operating and maintenance costs for Option 2 over Option 1 with no guarantee for additional funding for CHP.
- Support of Option 1 for the following reasons:
 - Operating and maintenance costs for Option 1 are far less than the other two options.
 - Option 1 appears to be the optimum location for minimizing trucks diverting the scales.
- Recommended reopening the study of other potential sites.

City of Fairfield (Resolution 2004-20)

- Opposition to Option 1 because of existing and future traffic impacts on the freeway and local interchanges.
- Between Options 2 and 3, support Option 3 because it is located in less urbanized areas without braided ramps or bridge structures.
- Support modifying Option 3 to address the concerns of the cities of Vacaville, Dixon and Rio Vista, such as installing scales only on I-80 east of Dixon.
- Support eliminating and closing the truck scales until the difficulties with Option 1 are addressed.
- If Option 1 is chosen for the location of the truck scales, require the following improvements before any improvements and expansions are made to the truck scales:
 - Construct all needed braided ramps and bridge structures.
 - Reconstruct the Green Valley and Suisun Valley interchanges to accommodate the eastbound truck scale braided ramps.
 - Construct a new I-680/Red Top Road interchange and reconstruct the I-80/Red Top Road interchange if the eastbound I-80 off-ramp to southbound I-680 is eliminated.
 - Ensure the Abernathy/I-80 westbound on-ramp and eastbound off-ramp are not eliminated.
 - Ensure the westbound I-80 truck scales off-ramp accommodates future improvements to the I-80/West Texas Street interchange.
 - Require an MOU between the City, STA and other involved agencies committing to the above conditions and to funding these improvements.

CHP Letter to Caltrans

- Cannot support replacing the Codelia Inspection Facility with six facilities at three locations.
- Challenging fiscal times do not allow for the purchase of additional equipment and hiring of additional staff.
- Option 3 requires a 40% increase in operating costs over Option 1.



Date: April 2, 2004
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: Local Streets and Roads Update

Background:

The Bay Area Partnership established a task force in Fall 2002 to develop a methodology to identify the actual capital shortfall for both local streets and roads and transit for the Bay Area. As a result of the work of the Task Force, the MTC Pavement Management Program section established a committee of Public Works Directors and other Public Works personnel to help them identify the estimated pavement and non-pavement needs throughout the Bay Area for the next 25 years. Additionally, this committee (called the Local Streets and Roads Committee) assisted MTC in determining the potential revenues that may be available to meet the pavement and non-pavement needs (see Attachment A for estimated needs and revenues).

A subcommittee of the TAC met several times last year to develop more accurate costs for both pavement and non-pavement preventive maintenance over the next 25 years for Solano County. Similar groups were meeting in each of the nine counties of the Bay Area to assist MTC with determining reasonably accurate estimates of pavement and non-pavement needs and the expected revenues over the next 25 years that may be reasonably available to meet these needs. MTC used the information gathered from the nine counties to identify the projected revenue shortfall for streets and roads over the next 25 years.

Discussion:

The information developed by MTC and the Local Streets and Roads Committee helped the Directors of the Congestion Management Agencies (CMAs) to develop a proposed investment strategy for the 2005 Regional Transportation Plan (called Transportation 2030 or T-2030) with a strong emphasis on Local Streets and Roads funding. The \$990.5M proposed by the CMAs for local streets and roads was almost seven times the amount programmed in the 2001 Regional Transportation Plan. Additionally, the CMA proposed investment strategy also protected the ability of counties to locally program the Counties' Regional Transportation Improvement Program (RTIP) funds and a portion of Federal Cycle funds. On December 19, 2003, the Metropolitan Transportation Commission adopted a regional program investment scenario for T-2030 that mirrored the option developed by the CMA Directors with the exception of higher funding levels for the Regional Bicycle Program and the Lifeline Transit Program. Additionally, the Commission directed that options be evaluated for allocating the Local Streets and Roads funding at both the County level and jurisdictional level.

On February 6, 2004 the Local Streets and Roads Committee met to discuss in general how the \$990.5M should be allocated over the 25-years of T-2030, and more specifically over the next cycle of Federal funding. The goal of the discussion was to develop a recommendation to present to the Partnership Board for their consideration that would guide the allocation of the regional funding for local streets and roads. After much discussion on how these funds may potentially be allocated , the Local Streets and Roads Committee developed the following recommendations:

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

At the March 12, 2004 meeting of the Local Streets and Roads Committee, the Committee recommended a more flexible programming policy for the \$990.5M in Local Streets and Roads funds that would allow Counties to program funds for non-MTS streets if all MTS needs were met in the County. This more flexible programming policy requires each County to determine how available funds would be programmed for MTS versus non-MTS streets and roads, assuming the MTS needs can be met with the available funding. The Partnership Board adopted the more flexible policy on March 31, 2004 and recommended this policy to the full Commission of MTC.

In addition to the above action, the Committee reiterated the need to reevaluate the criteria for determining which streets should be included in the MTS, possibly including all arterials and major collectors. The Committee will assist MTC staff in reviewing the current MTS criteria and potentially developing new criteria.

Recommendation:

Informational.

Attachments

- A. Streets and Roads Pavement and Non-pavement Needs and Estimated Revenues

Solano County
Pavement and Non-Pavement Needs and Revenues

					Estimated	Estimated	Estimated	
	Pavement	Non-Pavement	Total Need		Revenue (Pave)	Rev (Non-pave)	Total Revenue	Shortfall
Benicia	37,158,819	21,858,129	59,016,948		19,331,439	1,930,431	21,261,870	37,755,078
Dixon	27,556,319	16,209,600	43,765,919		6,141,448	3,628,666	9,770,114	33,995,805
Fairfield	94,752,972	55,737,043	150,490,015		71,276,090	35,173,627	106,449,717	44,040,298
Rio Vista	16,753,578	9,855,222	26,608,800		1,738,613	2,265,161	4,003,774	22,605,026
Suisun	47,989,971	28,229,395	76,219,366		9,190,451	0	9,190,451	67,028,915
Vacaville	73,621,572	43,306,807	116,928,379		40,624,232	7,130,154	47,754,386	69,173,993
Vallejo	180,406,173	106,121,278	286,527,451		9,938,682	26,570,259	36,508,941	250,018,510
County	127,781,025	75,165,309	202,946,334		98,901,589	33,915,764	132,817,353	70,128,981
	606,020,429	356,482,783	962,503,212		257,142,544	110,614,062	367,756,606	594,746,606

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25-YEAR LOCAL STREETS AND ROADS SHORTFALLS
BY "REGIONAL SIGNIFICANCE" OPTIONS

PAVEMENT:

	NEED	REVENUE	SHORTFALL	MTS	NON-MTS	NON-MTS TRANSIT ROUTES	NON-MTS TRANSIT ROUTES (15 MIN. SERVICE)	NON-MTS BIKE ROUTES	ARTERIALS & COLLECTORS
Alameda	\$ 1,689,785,238	\$ 1,351,624,591	\$ 338,160,647	\$ 50,334,350	\$ 287,826,298	\$ 46,005,964	\$ 21,527,846	\$ 3,620,431	\$ 109,724,226
Contra Costa	\$ 1,385,001,335	\$ 827,806,543	\$ 557,194,791	\$ 60,898,255	\$ 496,296,537	\$ 65,186,475	\$ 3,622,880	\$ 5,080,906	\$ 167,003,400
Marin	\$ 387,186,766	\$ 177,106,302	\$ 210,080,465	\$ 44,994,469	\$ 165,085,995	\$ 11,347,546	\$ 2,191,684	\$ 54,556	\$ 91,630,612
Napa	\$ 430,048,374	\$ 146,456,758	\$ 283,591,616	\$ 40,596,538	\$ 242,995,079	\$ 12,863,266	\$ -	\$ 762,513	\$ 42,233,284
San Francisco	\$ 1,278,125,136	\$ 398,158,904	\$ 879,966,232	\$ 62,976,659	\$ 816,989,573	\$ 60,080,869	\$ 64,644,150	\$ 5,971,186	\$ 193,592,571
San Mateo	\$ 893,116,540	\$ 537,396,949	\$ 355,719,592	\$ 52,744,341	\$ 302,975,250	\$ 26,451,232	\$ 4,151,841	\$ 700,828	\$ 104,491,178
Santa Clara	\$ 1,995,138,225	\$ 863,158,871	\$ 1,131,979,354	\$ 196,170,878	\$ 935,808,476	\$ 144,074,236	\$ 49,089,056	\$ 16,287,149	\$ 334,907,422
Solano	\$ 606,020,730	\$ 257,142,544	\$ 348,878,186	\$ 20,012,570	\$ 328,865,617	\$ 42,081,788	\$ 412,572	\$ 2,836,324	\$ 151,072,461
Sonoma	\$ 1,111,485,954	\$ 349,401,470	\$ 762,084,484	\$ 151,576,730	\$ 610,507,754	\$ 59,805,629	\$ -	\$ 482,581	\$ 184,932,103
TOTAL	\$ 9,775,908,299	\$ 4,908,252,930	\$ 4,867,655,368	\$ 680,304,790	\$ 4,187,350,578	\$ 467,897,005	\$ 145,640,029	\$ 35,796,474	\$ 1,379,587,256

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NON-PAVEMENT:

	NEED	REVENUE	SHORTFALL	MTS	NON-MTS	NON-MTS TRANSIT ROUTES	NON-MTS TRANSIT ROUTES (15 MIN. SERVICE)	NON-MTS BIKE ROUTES	ARTERIALS & COLLECTORS
Alameda	\$ 1,250,120,347	\$ 756,655,598	\$ 493,464,749	\$ 61,479,169	\$ 431,985,581	\$ 67,134,724	\$ 31,414,752	\$ 5,283,155	\$ 160,116,316
Contra Costa	\$ 804,416,971	\$ 403,484,980	\$ 400,931,991	\$ 57,246,028	\$ 343,685,963	\$ 46,905,218	\$ 2,606,859	\$ 3,655,989	\$ 120,168,039
Marin	\$ 261,045,391	\$ 152,481,315	\$ 108,564,076	\$ 20,977,425	\$ 87,586,651	\$ 5,864,114	\$ 1,132,605	\$ 28,193	\$ 47,352,298
Napa	\$ 252,969,632	\$ 71,634,145	\$ 181,335,487	\$ 25,306,519	\$ 156,028,969	\$ 3,225,090	\$ -	\$ 487,570	\$ 27,005,006
San Francisco	\$ 1,177,472,594	\$ 599,345,995	\$ 578,126,599	\$ 41,374,862	\$ 536,751,736	\$ 39,472,365	\$ 42,470,383	\$ 3,922,993	\$ 127,187,852
San Mateo	\$ 668,423,998	\$ 529,160,782	\$ 139,263,216	\$ 20,227,520	\$ 119,035,696	\$ 10,355,583	\$ 1,625,434	\$ 274,372	\$ 40,908,001
Santa Clara	\$ 1,553,097,976	\$ 960,001,683	\$ 593,096,294	\$ 117,737,715	\$ 475,358,579	\$ 75,487,150	\$ 25,720,025	\$ 8,533,590	\$ 175,473,475
Solano	\$ 356,482,783	\$ 110,614,063	\$ 245,868,720	\$ 16,818,222	\$ 229,050,498	\$ 29,656,756	\$ 290,757	\$ 1,998,874	\$ 108,466,939
Sonoma	\$ 653,815,267	\$ 238,156,647	\$ 415,658,620	\$ 75,883,464	\$ 339,775,156	\$ 32,619,382	\$ -	\$ 263,211	\$ 100,866,274
TOTAL	\$ 6,977,844,959	\$ 3,821,535,208	\$ 3,156,309,751	\$ 437,050,924	\$ 2,719,258,827	\$ 315,720,382	\$ 105,260,815	\$ 24,447,946	\$ 905,544,200

	NEED	REVENUE	SHORTFALL	MTS	NON-MTS	NON-MTS TRANSIT ROUTES	NON-MTS TRANSIT ROUTES (15 MIN. SERVICE)	NON-MTS BIKE ROUTES	ARTERIALS & COLLECTORS
Alameda	\$ 2,939,905,585	\$ 2,108,280,189	\$ 831,625,397	\$ 111,813,518	\$ 719,811,878	\$ 113,140,688	\$ 52,942,598	\$ 8,903,586	\$ 269,840,541
Contra Costa	\$ 2,189,418,306	\$ 1,231,291,524	\$ 958,126,782	\$ 118,144,283	\$ 839,982,499	\$ 112,991,693	\$ 6,229,739	\$ 8,736,895	\$ 287,171,439
Marin	\$ 648,232,157	\$ 329,587,616	\$ 318,644,541	\$ 65,971,895	\$ 252,672,646	\$ 17,211,660	\$ 3,324,289	\$ 82,748	\$ 138,982,910
Napa	\$ 683,018,006	\$ 218,090,902	\$ 464,927,104	\$ 65,903,056	\$ 399,024,047	\$ 21,088,356	\$ -	\$ 1,250,083	\$ 69,238,290
San Francisco	\$ 2,455,597,730	\$ 997,504,899	\$ 1,458,092,831	\$ 104,351,522	\$ 1,353,741,309	\$ 99,553,234	\$ 107,114,533	\$ 9,894,180	\$ 320,780,423
San Mateo	\$ 1,561,540,539	\$ 1,066,557,731	\$ 494,982,808	\$ 72,971,862	\$ 422,010,946	\$ 36,806,815	\$ 5,777,275	\$ 975,199	\$ 145,399,180
Santa Clara	\$ 3,548,236,201	\$ 1,823,160,553	\$ 1,725,075,648	\$ 313,908,594	\$ 1,411,167,054	\$ 219,561,386	\$ 74,809,080	\$ 24,820,739	\$ 510,380,897
Solano	\$ 962,503,513	\$ 367,756,607	\$ 594,746,906	\$ 36,830,791	\$ 557,916,115	\$ 71,738,544	\$ 703,329	\$ 4,835,196	\$ 257,539,400
Sonoma	\$ 1,765,301,221	\$ 587,558,117	\$ 1,177,743,103	\$ 227,460,194	\$ 950,282,909	\$ 92,425,011	\$ -	\$ 745,793	\$ 285,798,377
TOTAL	\$ 16,753,753,258	\$ 8,729,788,138	\$ 8,023,965,119	\$ 1,117,355,714	\$ 6,906,609,405	\$ 783,617,387	\$ 250,900,843	\$ 60,244,420	\$ 2,285,131,457

DRAFT
25-Year Pavement Shortfall Estimates

(Please refer to "Notes" at bottom of last page)

ALAMEDA	Pavement Need	MTS	Non-MTS
Alameda County	\$ 157,637,723	\$ 27,991,211	\$ 129,646,512
Alameda	\$ 69,368,176	\$ 6,550,589	\$ 62,817,587
Albany	\$ 16,512,715	\$ 2,593,584	\$ 13,919,131
Berkeley	\$ 112,372,733	\$ 26,939,845	\$ 85,432,888
Dublin	\$ 40,938,302	\$ 11,444,612	\$ 29,493,690
Emeryville	\$ 14,315,227	\$ 2,544,477	\$ 11,770,750
Fremont	\$ 189,230,703	\$ 37,809,254	\$ 151,421,449
Hayward	\$ 149,150,325	\$ 14,725,513	\$ 134,424,812
Livermore	\$ 112,224,045	\$ 11,934,553	\$ 100,289,492
Newark	\$ 53,283,811	\$ 4,637,459	\$ 48,646,352
Oakland	\$ 518,954,209	\$ 66,313,050	\$ 452,641,159
Piedmont	\$ 14,397,763	\$ 243,792	\$ 14,153,971
Pleasanton	\$ 94,398,737	\$ 22,402,883	\$ 71,995,854
San Leandro	\$ 94,888,961	\$ 6,978,170	\$ 87,910,791
Union City	\$ 52,111,809	\$ 9,201,150	\$ 42,910,659
TOTAL	\$ 1,689,785,238	\$ 252,310,142	\$ 1,437,475,096

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 139,748,026	\$ 24,814,596	\$ 114,933,430	\$ 3,176,615	\$ 14,713,083	\$ 17,889,697
\$ 42,095,085	\$ 3,975,131	\$ 38,119,954	\$ 2,575,458	\$ 24,697,633	\$ 27,273,091
\$ 2,623,331	\$ 412,036	\$ 2,211,295	\$ 2,181,548	\$ 11,707,836	\$ 13,889,384
\$ 112,372,733	\$ 26,939,845	\$ 85,432,888	\$ -	\$ -	\$ -
\$ 21,451,038	\$ 5,996,800	\$ 15,454,238	\$ 5,447,812	\$ 14,039,452	\$ 19,487,264
\$ 5,960,144	\$ 1,059,393	\$ 4,900,751	\$ 1,485,084	\$ 6,869,999	\$ 8,355,083
\$ 147,645,480	\$ 29,500,316	\$ 118,145,164	\$ 8,308,938	\$ 33,276,285	\$ 41,585,223
\$ 96,845,719	\$ 9,561,514	\$ 87,284,205	\$ 5,163,999	\$ 47,140,606	\$ 52,304,606
\$ 81,631,386	\$ 8,681,153	\$ 72,950,233	\$ 3,253,400	\$ 27,339,259	\$ 30,592,659
\$ 36,866,197	\$ 3,208,582	\$ 33,657,615	\$ 1,428,877	\$ 14,988,737	\$ 16,417,615
\$ 518,954,209	\$ 66,313,050	\$ 452,641,159	\$ -	\$ -	\$ -
\$ 11,193,238	\$ 189,531	\$ 11,003,707	\$ 54,261	\$ 3,150,263	\$ 3,204,524
\$ 53,274,535	\$ 12,643,211	\$ 40,631,323	\$ 9,759,672	\$ 31,364,530	\$ 41,124,202
\$ 54,498,574	\$ 4,007,846	\$ 50,490,728	\$ 2,970,324	\$ 37,420,062	\$ 40,390,387
\$ 26,464,897	\$ 4,672,789	\$ 21,792,108	\$ 4,528,361	\$ 21,118,552	\$ 25,646,913
\$ 1,351,624,591	\$ 201,975,792	\$ 1,149,648,799	\$ 50,334,350	\$ 287,826,298	\$ 338,160,647

CONTRA COSTA	Pavement Need	MTS	Non-MTS
Contra Costa County	\$ 155,473,705	\$ 34,224,317	\$ 121,249,388
Antioch	\$ 91,692,977	\$ 26,201,247	\$ 65,491,730
Brentwood	\$ 30,635,973	\$ 1,494,557	\$ 29,141,416
Clayton	\$ 17,193,934	\$ 2,787,643	\$ 14,406,291
Concord	\$ 83,431,447	\$ 9,493,609	\$ 73,937,838
Danville	\$ 44,670,318	\$ 2,582,009	\$ 42,088,309
El Cerrito	\$ 51,785,216	\$ 1,447,921	\$ 50,337,295
Hercules	\$ 35,904,867	\$ 1,281,266	\$ 34,623,601
Lafayette	\$ 56,946,447	\$ 4,293,760	\$ 52,652,687
Martinez	\$ 58,523,185	\$ 7,310,948	\$ 51,212,237
Moraga	\$ 38,409,802	\$ -	\$ 38,409,802
Oakley	\$ 17,055,378	\$ -	\$ 17,055,378
Orinda	\$ 40,294,905	\$ 821,772	\$ 39,473,133
Pinole	\$ 22,555,287	\$ 4,904,021	\$ 17,651,266
Pittsburgh	\$ 87,769,656	\$ 20,227,325	\$ 67,542,331
Pleasant Hill	\$ 56,425,626	\$ 9,725,635	\$ 46,699,991
Richmond	\$ 212,936,703	\$ 24,780,113	\$ 188,156,590
San Pablo	\$ 25,210,982	\$ 6,917,851	\$ 18,293,131
San Ramon	\$ 58,014,926	\$ 16,043,792	\$ 41,971,134
Walnut Creek	\$ 200,070,000	\$ 8,312,150	\$ 191,757,850
TOTAL	\$ 1,385,001,335	\$ 182,849,936	\$ 1,202,151,399

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 155,473,705	\$ 34,224,317	\$ 121,249,388	\$ -	\$ -	\$ -
\$ 84,918,578	\$ 24,265,464	\$ 60,653,114	\$ 1,935,783	\$ 4,838,616	\$ 6,774,399
\$ 17,167,228	\$ 837,493	\$ 16,329,736	\$ 657,064	\$ 12,811,681	\$ 13,468,745
\$ 3,660,291	\$ 593,441	\$ 3,066,850	\$ 2,194,202	\$ 11,339,441	\$ 13,533,643
\$ 42,290,179	\$ 4,812,171	\$ 37,478,008	\$ 4,681,438	\$ 36,459,831	\$ 41,141,268
\$ 43,724,810	\$ 2,527,357	\$ 41,197,453	\$ 54,652	\$ 890,856	\$ 945,508
\$ 21,428,366	\$ 599,140	\$ 20,829,226	\$ 848,781	\$ 29,508,069	\$ 30,356,850
\$ 28,349,170	\$ 1,011,641	\$ 27,337,529	\$ 269,625	\$ 7,288,072	\$ 7,555,697
\$ 32,318,001	\$ 2,436,776	\$ 29,881,225	\$ 1,856,984	\$ 22,771,463	\$ 24,628,447
\$ 39,201,502	\$ 4,897,207	\$ 34,304,295	\$ 2,413,741	\$ 16,907,941	\$ 19,321,682
\$ 19,872,857	\$ -	\$ 19,872,857	\$ -	\$ 18,536,945	\$ 18,536,945
\$ 17,055,378	\$ -	\$ 17,055,378	\$ -	\$ -	\$ -
\$ 27,900,521	\$ 569,002	\$ 27,331,520	\$ 252,770	\$ 12,141,614	\$ 12,394,384
\$ 10,596,777	\$ 2,303,975	\$ 8,292,802	\$ 2,600,046	\$ 9,358,465	\$ 11,958,511
\$ 27,166,603	\$ 6,260,794	\$ 20,905,809	\$ 13,966,531	\$ 46,636,522	\$ 60,603,054
\$ 25,847,954	\$ 4,455,206	\$ 21,392,748	\$ 5,270,429	\$ 25,307,243	\$ 30,577,673
\$ 75,872,156	\$ 8,829,481	\$ 67,042,675	\$ 15,950,632	\$ 121,113,915	\$ 137,064,547
\$ 25,210,982	\$ 6,917,851	\$ 18,293,131	\$ -	\$ -	\$ -
\$ 46,892,328	\$ 12,967,883	\$ 33,924,445	\$ 3,075,909	\$ 8,046,689	\$ 11,122,598
\$ 82,859,160	\$ 3,442,484	\$ 79,416,676	\$ 4,869,666	\$ 112,341,174	\$ 117,210,840
\$ 827,806,543	\$ 109,288,251	\$ 718,518,292	\$ 60,898,255	\$ 496,296,537	\$ 557,194,791

MARIN	Pavement Need	MTS	Non-MTS
Marin County	\$ 184,725,401	\$ 50,059,242	\$ 134,666,159
Belvedere	\$ 2,659,516	\$ -	\$ 2,659,516
Corte Madera	\$ 10,757,713	\$ 1,013,033	\$ 9,744,680
Fairfax	\$ 11,302,753	\$ 1,276,933	\$ 10,025,820
Larkspur	\$ 14,401,185	\$ 1,487,842	\$ 12,913,343
Mill Valley	\$ 18,972,883	\$ 2,822,217	\$ 16,150,666
Novato	\$ 37,862,511	\$ 7,606,649	\$ 30,255,862
Ross	\$ 3,695,459	\$ 295,121	\$ 3,400,338
San Anselmo	\$ 15,241,359	\$ 1,376,922	\$ 13,864,437
San Rafael	\$ 61,316,652	\$ 5,055,934	\$ 56,260,718
Sausalito	\$ 14,394,969	\$ 3,887,705	\$ 10,507,264
Tiburon	\$ 12,056,366	\$ -	\$ 12,056,366
TOTAL	\$ 387,186,766	\$ 74,881,598	\$ 312,305,168

NAPA	Pavement Need	MTS	Non-MTS
Napa County	\$ 200,264,596	\$ 31,230,346	\$ 169,034,250
American Canyon	\$ 11,718,337	\$ 4,513	\$ 11,713,824
Calistoga	\$ 7,083,139	\$ 1,210,640	\$ 5,872,499
Napa	\$ 193,880,818	\$ 26,609,538	\$ 167,271,280
St. Helena	\$ 13,007,893	\$ 1,047,829	\$ 11,960,064
Yountville	\$ 4,093,591	\$ 811,141	\$ 3,282,450
TOTAL	\$ 430,048,374	\$ 60,914,007	\$ 369,134,367

SAN FRANCISCO	Pavement Need	MTS	Non-MTS
San Francisco	\$ 1,278,125,136	\$ 91,471,750	\$ 1,186,653,386
TOTAL	\$ 1,278,125,136	\$ 91,471,750	\$ 1,186,653,386

SAN MATEO	Pavement Need	MTS	Non-MTS
San Mateo County	\$ 96,136,568	\$ 15,815,599	\$ 80,320,969
Atherton	\$ 18,864,314	\$ 2,594,767	\$ 16,269,547
Belmont	\$ 34,885,990	\$ 6,053,210	\$ 28,832,780
Brisbane	\$ 11,325,377	\$ 2,606,161	\$ 8,719,216
Burlingame	\$ 39,242,692	\$ 6,158,427	\$ 33,084,265
Colma	\$ 9,120,989	\$ 7,937,382	\$ 1,183,607
Daly City	\$ 70,392,818	\$ 8,287,922	\$ 62,104,896
East Palo Alto	\$ 31,281,018	\$ 747,711	\$ 30,533,307
Foster City	\$ 19,658,103	\$ 8,237,861	\$ 11,420,242
Half Moon Bay	\$ 22,861,920	\$ -	\$ 22,861,920
Hillsborough	\$ 27,536,408	\$ 1,934,921	\$ 25,601,487
Menlo Park	\$ 55,732,196	\$ 6,648,723	\$ 49,083,473

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 52,271,648	\$ 14,165,237	\$ 38,106,411	\$ 35,894,005	\$ 96,559,747	\$ 132,453,752
\$ 2,659,516	\$ -	\$ 2,659,516	\$ -	\$ -	\$ -
\$ 5,833,755	\$ 549,353	\$ 5,284,401	\$ 463,680	\$ 4,460,278	\$ 4,923,958
\$ 1,980,378	\$ 223,734	\$ 1,756,644	\$ 1,053,199	\$ 8,269,179	\$ 9,322,374
\$ 5,548,807	\$ 573,269	\$ 4,975,538	\$ 914,573	\$ 7,937,805	\$ 8,852,378
\$ 7,531,529	\$ 1,120,315	\$ 6,411,214	\$ 1,701,902	\$ 9,739,452	\$ 11,441,354
\$ 26,087,314	\$ 5,268,821	\$ 20,818,493	\$ 2,337,828	\$ 9,237,369	\$ 11,575,196
\$ 3,695,459	\$ 295,121	\$ 3,400,338	\$ -	\$ -	\$ -
\$ 11,313,574	\$ 1,022,081	\$ 10,291,492	\$ 354,841	\$ 3,572,945	\$ 3,927,786
\$ 33,732,987	\$ 2,781,492	\$ 30,951,495	\$ 2,274,442	\$ 25,309,223	\$ 27,583,666
\$ 14,394,969	\$ 3,887,705	\$ 10,507,264	\$ -	\$ -	\$ -
\$ 12,056,366	\$ -	\$ 12,056,366	\$ -	\$ -	\$ -
\$ 177,106,302	\$ 29,887,129	\$ 147,219,173	\$ 44,994,469	\$ 165,085,995	\$ 210,080,465

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 67,111,088	\$ 10,465,667	\$ 56,645,422	\$ 20,764,679	\$ 112,388,829	\$ 133,153,508
\$ 7,694,706	\$ 2,963	\$ 7,691,742	\$ 1,550	\$ 4,022,082	\$ 4,023,631
\$ 6,685,179	\$ 1,142,621	\$ 5,542,558	\$ 68,019	\$ 329,941	\$ 397,960
\$ 56,979,138	\$ 7,820,209	\$ 49,158,929	\$ 18,789,329	\$ 118,112,351	\$ 136,901,680
\$ 5,923,153	\$ 477,130	\$ 5,446,023	\$ 570,699	\$ 6,514,041	\$ 7,084,740
\$ 2,063,494	\$ 408,879	\$ 1,654,615	\$ 402,282	\$ 1,627,835	\$ 2,030,097
\$ 146,456,758	\$ 20,317,469	\$ 126,139,288	\$ 40,596,538	\$ 242,995,079	\$ 283,591,616

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 398,158,904	\$ 28,495,091	\$ 369,663,813	\$ 62,976,659	\$ 816,989,573	\$ 879,966,232
\$ 398,158,904	\$ 28,495,091	\$ 369,663,813	\$ 62,976,659	\$ 816,989,573	\$ 879,966,232

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 96,136,568	\$ 15,815,599	\$ 80,320,969	\$ -	\$ -	\$ -
\$ 14,472,774	\$ 1,990,715	\$ 12,482,059	\$ 604,052	\$ 3,787,488	\$ 4,391,540
\$ 13,020,413	\$ 2,259,225	\$ 10,761,188	\$ 3,793,985	\$ 18,071,992	\$ 21,865,977
\$ 5,055,344	\$ 1,163,320	\$ 3,892,024	\$ 1,442,841	\$ 4,827,192	\$ 6,270,033
\$ 16,478,265	\$ 2,585,964	\$ 13,892,301	\$ 3,572,463	\$ 19,191,964	\$ 22,764,427
\$ 2,157,753	\$ 1,877,747	\$ 280,006	\$ 6,059,635	\$ 903,601	\$ 6,963,236
\$ 40,684,320	\$ 4,790,098	\$ 35,894,222	\$ 3,497,824	\$ 26,210,673	\$ 29,708,497
\$ 22,291,101	\$ 532,825	\$ 21,758,276	\$ 214,886	\$ 8,775,031	\$ 8,989,917
\$ 6,338,526	\$ 2,656,202	\$ 3,682,324	\$ 5,581,659	\$ 7,737,918	\$ 13,319,577
\$ 8,404,357	\$ -	\$ 8,404,357	\$ -	\$ 14,457,563	\$ 14,457,563
\$ 9,605,570	\$ 674,962	\$ 8,930,609	\$ 1,259,959	\$ 16,670,878	\$ 17,930,837
\$ 17,712,216	\$ 2,113,027	\$ 15,599,189	\$ 4,535,696	\$ 33,484,283	\$ 38,019,980

Millbrae	\$ 26,147,746	\$ 2,054,102	\$ 24,093,644
Pacifica	\$ 36,049,785	\$ 498,934	\$ 35,550,851
Portola Valley	\$ 12,397,656	\$ -	\$ 12,397,656
Redwood City	\$ 75,511,046	\$ 11,934,544	\$ 63,576,502
San Bruno	\$ 45,128,811	\$ 6,722,896	\$ 38,405,915
San Carlos	\$ 36,961,657	\$ 4,053,776	\$ 32,907,881
San Mateo	\$ 133,482,413	\$ 21,043,850	\$ 112,438,563
S. San Francisco	\$ 69,416,215	\$ 10,043,823	\$ 59,372,392
Woodside	\$ 20,982,817	\$ 1,864,861	\$ 19,117,956
TOTAL	\$ 893,116,540	\$ 125,239,470	\$ 767,877,070

\$ 21,575,612	\$ 1,694,927	\$ 19,880,685	\$ 359,175	\$ 4,212,959	\$ 4,572,134
\$ 18,758,130	\$ 259,615	\$ 18,498,515	\$ 239,319	\$ 17,052,337	\$ 17,291,656
\$ 8,962,990	\$ -	\$ 8,962,990	\$ -	\$ 3,434,665	\$ 3,434,665
\$ 47,102,489	\$ 7,444,563	\$ 39,657,926	\$ 4,489,981	\$ 23,918,576	\$ 28,408,558
\$ 26,400,994	\$ 3,932,989	\$ 22,468,005	\$ 2,789,907	\$ 15,937,911	\$ 18,727,817
\$ 23,234,629	\$ 2,548,262	\$ 20,686,367	\$ 1,505,514	\$ 12,221,514	\$ 13,727,028
\$ 57,090,742	\$ 9,000,504	\$ 48,090,238	\$ 12,043,346	\$ 84,348,325	\$ 76,391,671
\$ 69,416,215	\$ 10,043,823	\$ 59,372,392	\$ -	\$ -	\$ -
\$ 12,497,940	\$ 1,110,762	\$ 11,387,177	\$ 754,099	\$ 7,730,779	\$ 8,484,878
\$ 537,396,949	\$ 72,495,129	\$ 464,901,820	\$ 52,744,341	\$ 302,975,250	\$ 355,719,592

SANTA CLARA	Pavement Need	MTS	Non-MTS
Santa Clara County	\$ 279,015,425	\$ 6,682,282	\$ 272,333,143
Campbell	\$ 41,489,904	\$ 1,528,515	\$ 39,961,389
Cupertino	\$ 54,032,063	\$ 6,812,982	\$ 47,219,081
Gilroy	\$ 47,182,948	\$ -	\$ 47,182,948
Los Altos	\$ 17,436,024	\$ 33,566	\$ 17,402,458
Los Altos Hills	\$ 21,417,911	\$ 1,002,008	\$ 20,415,903
Los Gatos	\$ 45,309,488	\$ -	\$ 45,309,488
Milpitas	\$ 81,215,136	\$ -	\$ 81,215,136
Monte Sereno	\$ 5,778,708	\$ -	\$ 5,778,708
Morgan Hill	\$ 46,100,295	\$ 5,984,580	\$ 40,115,715
Mountain View	\$ 50,218,881	\$ 1,628,641	\$ 48,590,240
Palo Alto	\$ 90,899,999	\$ 8,699,500	\$ 82,200,499
San Jose	\$ 901,925,060	\$ 238,931,024	\$ 662,994,036
Santa Clara	\$ 89,762,286	\$ 892,374	\$ 88,869,912
Saratoga	\$ 60,985,167	\$ 4,271,921	\$ 56,713,246
Sunnyvale	\$ 162,368,930	\$ 6,988,565	\$ 155,380,365
TOTAL	\$ 1,995,138,225	\$ 283,455,958	\$ 1,711,682,267

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 83,995,984	\$ 2,011,662	\$ 81,984,322	\$ 4,670,620	\$ 190,348,822	\$ 195,019,441
\$ 41,489,904	\$ 1,528,515	\$ 39,961,389	\$ -	\$ -	\$ -
\$ 35,888,286	\$ 4,525,207	\$ 31,363,080	\$ 2,287,775	\$ 15,856,001	\$ 18,143,776
\$ 20,934,834	\$ -	\$ 20,934,834	\$ -	\$ 26,248,114	\$ 26,248,114
\$ 13,955,413	\$ 26,865	\$ 13,928,547	\$ 6,701	\$ 3,473,910	\$ 3,480,611
\$ 14,056,246	\$ 657,602	\$ 13,398,643	\$ 344,406	\$ 7,017,260	\$ 7,361,666
\$ 33,196,665	\$ -	\$ 33,196,665	\$ -	\$ 12,112,823	\$ 12,112,823
\$ 77,316,034	\$ -	\$ 77,316,034	\$ -	\$ 3,899,103	\$ 3,899,103
\$ 3,887,898	\$ -	\$ 3,887,898	\$ -	\$ 1,890,811	\$ 1,890,811
\$ 17,232,001	\$ 2,236,998	\$ 14,995,003	\$ 3,747,582	\$ 25,120,712	\$ 28,868,294
\$ 50,218,881	\$ 1,628,641	\$ 48,590,240	\$ -	\$ -	\$ -
\$ 36,406,410	\$ 3,484,242	\$ 32,922,168	\$ 5,215,258	\$ 49,278,331	\$ 54,493,589
\$ 242,278,914	\$ 64,182,659	\$ 178,096,254	\$ 174,748,365	\$ 484,897,781	\$ 659,646,146
\$ 67,290,537	\$ 668,971	\$ 66,621,567	\$ 223,403	\$ 22,248,345	\$ 22,471,749
\$ 35,290,148	\$ 2,472,023	\$ 32,818,126	\$ 1,799,898	\$ 23,895,121	\$ 25,695,019
\$ 89,720,716	\$ 3,861,694	\$ 85,859,023	\$ 3,126,871	\$ 69,521,343	\$ 72,648,214
\$ 863,158,871	\$ 87,285,080	\$ 775,873,791	\$ 196,170,878	\$ 935,808,476	\$ 1,131,979,354

SOLANO	Pavement Need	MTS	Non-MTS
Solano County	\$ 127,781,025	\$ 15,992,466	\$ 111,788,559
Benicia	\$ 37,158,819	\$ 1,473,219	\$ 35,685,600
Dixon	\$ 27,556,319	\$ 83,367	\$ 27,472,952
Fairfield	\$ 94,752,972	\$ 7,969,509	\$ 86,783,463
Rio Vista	\$ 16,753,878	\$ -	\$ 16,753,878
Suisun City	\$ 47,989,971	\$ 2,667,362	\$ 45,322,609
Vacaville	\$ 73,621,572	\$ 7,669,025	\$ 65,952,547
Vallejo	\$ 180,406,173	\$ 8,527,972	\$ 171,878,201
TOTAL	\$ 606,020,730	\$ 44,382,920	\$ 561,637,810

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 98,901,589	\$ 12,378,053	\$ 86,523,536	\$ 3,614,413	\$ 25,265,023	\$ 28,879,436
\$ 19,331,439	\$ 766,425	\$ 18,565,015	\$ 706,794	\$ 17,120,586	\$ 17,827,380
\$ 6,141,448	\$ 18,580	\$ 6,122,868	\$ 64,787	\$ 21,350,085	\$ 21,414,872
\$ 71,276,090	\$ 5,994,909	\$ 65,281,181	\$ 1,974,600	\$ 21,502,282	\$ 23,476,882
\$ 1,738,613	\$ -	\$ 1,738,613	\$ -	\$ 15,015,265	\$ 15,015,265
\$ 9,190,451	\$ 510,820	\$ 8,679,630	\$ 2,156,542	\$ 36,642,979	\$ 38,799,520
\$ 40,624,232	\$ 4,231,752	\$ 36,392,480	\$ 3,437,273	\$ 29,560,067	\$ 32,997,340
\$ 9,938,682	\$ 469,811	\$ 9,468,871	\$ 8,058,161	\$ 162,409,330	\$ 170,467,491
\$ 257,142,544	\$ 24,370,350	\$ 232,772,194	\$ 20,012,570	\$ 328,865,617	\$ 348,878,186

SONOMA	Pavement Need	MTS	Non-MTS
Sonoma County	\$ 571,226,375	\$ 128,553,772	\$ 442,672,603
Cloverdale	\$ 13,806,604	\$ 2,169,466	\$ 11,637,138

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 104,343,522	\$ 23,482,377	\$ 80,861,144	\$ 105,071,395	\$ 361,811,459	\$ 466,882,853
\$ 10,324,029	\$ 1,622,240	\$ 8,701,789	\$ 547,226	\$ 2,935,349	\$ 3,482,575

Cotati	\$ 8,635,833	\$ 53,911	\$ 8,581,922	\$ 8,635,833	\$ 53,911	\$ 8,581,922	\$ -	\$ -	\$ -
Healdsburg	\$ 21,019,051	\$ 3,639,640	\$ 17,379,411	\$ 19,774,757	\$ 3,424,179	\$ 16,350,578	\$ 215,461	\$ 1,028,833	\$ 1,244,293
Petaluma	\$ 153,529,299	\$ 20,399,948	\$ 133,129,351	\$ 30,684,478	\$ 4,077,149	\$ 26,607,330	\$ 16,322,799	\$ 106,522,021	\$ 122,844,821
Rohnert Park	\$ 50,272,360	\$ 5,275,129	\$ 44,997,231	\$ 21,922,654	\$ 2,300,366	\$ 19,622,288	\$ 2,974,763	\$ 25,374,944	\$ 28,349,707
Santa Rosa	\$ 238,251,401	\$ 47,812,829	\$ 190,438,572	\$ 109,229,040	\$ 21,920,330	\$ 87,308,710	\$ 25,892,499	\$ 103,129,862	\$ 129,022,361
Sebastapol	\$ 12,626,240	\$ 680,171	\$ 11,946,069	\$ 2,368,366	\$ 127,583	\$ 2,240,783	\$ 552,588	\$ 9,705,286	\$ 10,257,874
Sonoma	\$ 14,180,956	\$ 1,836,243	\$ 12,344,713	\$ 14,180,956	\$ 1,836,243	\$ 12,344,713	\$ -	\$ -	\$ -
Windsor	\$ 27,937,834	\$ 1,320,506	\$ 26,617,328	\$ 27,937,834	\$ 1,320,506	\$ 26,617,328	\$ -	\$ -	\$ -
TOTAL	\$ 1,111,485,954	\$ 211,741,615	\$ 899,744,339	\$ 349,401,470	\$ 60,164,885	\$ 289,236,585	\$ 151,576,730	\$ 610,507,754	\$ 762,084,484

REGION	Pavement Need	MTS	Non-MTS	Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
Alameda County	\$ 1,689,785,238	\$ 252,310,142	\$ 1,437,475,096	\$ 1,351,624,591	\$ 201,975,792	\$ 1,149,648,799	\$ 50,334,350	\$ 287,826,298	\$ 338,160,647
Contra Costa County	\$ 1,385,001,335	\$ 182,849,936	\$ 1,202,151,399	\$ 827,806,543	\$ 109,288,251	\$ 718,518,292	\$ 60,898,255	\$ 496,296,537	\$ 557,194,791
Marin County	\$ 387,186,766	\$ 74,881,598	\$ 312,305,168	\$ 177,106,302	\$ 29,887,129	\$ 147,219,173	\$ 44,994,469	\$ 165,085,995	\$ 210,080,465
Napa County	\$ 430,048,374	\$ 60,914,007	\$ 369,134,367	\$ 146,456,758	\$ 20,317,469	\$ 126,139,288	\$ 40,596,538	\$ 242,995,079	\$ 283,591,616
San Francisco	\$ 1,278,125,136	\$ 91,471,750	\$ 1,186,653,386	\$ 398,158,904	\$ 28,495,091	\$ 369,663,813	\$ 62,976,659	\$ 816,989,573	\$ 879,966,232
San Mateo County	\$ 893,116,540	\$ 125,239,470	\$ 767,877,070	\$ 537,396,949	\$ 72,495,129	\$ 464,901,820	\$ 52,744,341	\$ 302,975,250	\$ 355,719,592
Santa Clara County	\$ 1,995,138,225	\$ 283,455,958	\$ 1,711,682,267	\$ 863,158,871	\$ 87,285,080	\$ 775,873,791	\$ 196,170,878	\$ 935,808,476	\$ 1,131,979,354
Solano County	\$ 606,020,730	\$ 44,382,920	\$ 561,637,810	\$ 257,142,544	\$ 24,370,350	\$ 232,772,194	\$ 20,012,570	\$ 328,865,617	\$ 348,878,186
Sonoma County	\$ 1,111,485,954	\$ 211,741,615	\$ 899,744,339	\$ 349,401,470	\$ 60,164,885	\$ 289,236,585	\$ 151,576,730	\$ 610,507,754	\$ 762,084,484
TOTAL	\$ 9,775,908,299	\$ 1,327,247,396	\$ 8,448,660,903	\$ 4,908,252,930	\$ 634,279,175	\$ 4,273,973,755	\$ 680,304,790	\$ 4,187,350,378	\$ 4,867,655,368

Notes:

The shortfall estimates were prepared for the purposes of MTC's 2005 Regional Transportation Plan, and were intended to be displayed in aggregate at the county level--not at the jurisdictional level.

1. The 25-Year Pavement Need was calculated using the MTC Pavement Management Program—a pavement management system software that calculates need based on the individual jurisdiction's pavement condition, treatment costs, and maintenance strategy. 104 out of 109 Bay Area jurisdictions utilize the MTC PMP software. For those jurisdictions that do not, estimates of need were provided by the jurisdiction, or were estimated using the jurisdiction's proportion of centerline miles to total county centerline miles.
2. The 25-Year pavement need was estimated using *regional average* maintenance treatment costs. Actual treatment costs will vary from jurisdiction to jurisdiction due to selected treatments and / or environmental factors (condition of sub-grade, terrain, drainage conditions, etc.).
3. Need was estimated using a uniform "best practices" decision tree across all of the jurisdictions in the region. Therefore, the need estimates assume that the most cost effective maintenance treatment will be applied, at the recommended time, and does not give any consideration to individual constraints that may exist from jurisdiction to jurisdiction (political, policy, financial, physical road conditions, etc.).
4. Need estimates do not include the cost of deferred maintenance—the financial consequence of eliminating or postponing needed repairs due to lack of funding. As a recommended road repairs are "deferred" from one year to the next, the cost of repairing the roadway increases—The cost of deferred maintenance has been estimated to be an additional \$3 billion dollars region wide.
5. Revenue projections were based on individual responses to a revenue survey that was circulated by MTC. Where a jurisdiction did not respond, their revenue estimates were calculated by using the county (and jurisdictions) average revenue per centerline mile. Where jurisdictions provided incomplete information on revenue sources, we again used the county averages to determine the proportion of total Local Street & Road revenues contributed by a particular revenue source (i.e., sales tax measures, gas tax, other local sources). It was also assumed that Proposition 42 revenues would be available in full.
6. In certain cases, estimated revenue amounts began to out-pace estimates of need towards the end of the 25-year period. Where revenue estimates were greater than need, the revenue amount was changed to equal the need, creating a \$0 shortfall. It is assumed that any surplus revenues will be diverted to other areas.

DRAFT
25-Year Non- Pavement Shortfall Estimates

(Please refer to "Notes" at bottom of last page)

ALAMEDA	Non-Pavement Need	MTS	Non-MTS	Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
Alameda County	\$ 92,728,072.43	\$ 16,465,418	\$ 76,262,654	\$ 92,728,072	\$ 16,465,418	\$ 76,262,654	\$ -	\$ -	\$ -
Alameda	\$ 61,935,871.44	\$ 5,848,740	\$ 56,087,131	\$ 34,150,197	\$ 3,224,878	\$ 30,925,319	\$ 2,623,862	\$ 25,161,813	\$ 27,785,675
Albany	\$ 14,743,495.41	\$ 2,315,700	\$ 12,427,795	\$ 8,200,437	\$ 1,288,009	\$ 6,912,428	\$ 1,027,891	\$ 5,515,367	\$ 6,543,059
Berkeley	\$ 100,332,797.42	\$ 24,053,433	\$ 76,279,364	\$ 100,332,797	\$ 24,053,433	\$ 76,279,364	\$ -	\$ -	\$ -
Dublin	\$ 24,081,354.03	\$ 6,732,125	\$ 17,349,229	\$ 17,539,535	\$ 4,903,310	\$ 12,636,225	\$ 1,828,815	\$ 4,713,004	\$ 6,541,819
Emeryville	\$ 12,781,452.71	\$ 2,271,854	\$ 10,509,598	\$ 4,995,225	\$ 887,882	\$ 4,107,343	\$ 1,363,972	\$ 6,402,255	\$ 7,766,227
Fremont	\$ 111,312,178.21	\$ 22,240,738	\$ 89,071,441	\$ 111,312,178	\$ 22,240,738	\$ 89,071,441	\$ -	\$ -	\$ -
Hayward	\$ 87,735,485.21	\$ 8,662,066	\$ 79,073,419	\$ 56,540,904	\$ 5,582,246	\$ 50,958,658	\$ 3,079,820	\$ 28,114,761	\$ 31,194,581
Livermore	\$ 66,014,144.23	\$ 7,020,325	\$ 58,993,819	\$ 66,014,144	\$ 7,020,325	\$ 58,993,819	\$ -	\$ -	\$ -
Newark	\$ 31,343,418.24	\$ 2,727,917	\$ 28,615,501	\$ 8,050,307	\$ 700,644	\$ 7,349,664	\$ 2,027,273	\$ 21,265,838	\$ 23,293,111
Oakland	\$ 463,351,972.32	\$ 59,208,080	\$ 404,143,892	\$ 146,645,312	\$ 18,738,644	\$ 127,906,669	\$ 40,469,437	\$ 276,237,223	\$ 316,706,660
Piedmont	\$ 12,855,145.16	\$ 217,671	\$ 12,637,474	\$ 9,539,729	\$ 161,533	\$ 9,378,197	\$ 56,139	\$ 3,259,277	\$ 3,315,416
Pleasanton	\$ 55,528,668.66	\$ 13,178,166	\$ 42,350,502	\$ 44,675,062	\$ 10,802,368	\$ 34,072,694	\$ 2,575,798	\$ 8,277,809	\$ 10,853,606
San Leandro	\$ 84,722,286.20	\$ 6,230,509	\$ 78,491,777	\$ 45,028,038	\$ 3,311,379	\$ 41,716,659	\$ 2,919,130	\$ 36,775,119	\$ 39,694,249
Union City	\$ 30,654,005.54	\$ 5,412,441	\$ 25,241,564	\$ 10,903,659	\$ 1,925,210	\$ 8,978,448	\$ 3,487,231	\$ 16,263,116	\$ 19,750,347
TOTAL	\$ 1,250,120,347	\$ 182,585,185	\$ 1,067,535,162	\$ 756,655,598	\$ 121,106,017	\$ 635,549,581	\$ 61,479,169	\$ 431,985,581	\$ 493,464,749

CONTRA COSTA	Non-Pavement Need	MTS	Non-MTS	Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
Contra Costa County	\$ 91,455,121	\$ 20,131,951	\$ 71,323,170	\$ 12,047,340	\$ 2,651,972	\$ 9,395,367	\$ 17,479,979	\$ 61,927,802	\$ 79,407,781
Antioch	\$ 53,937,045	\$ 15,412,498	\$ 38,524,547	\$ 41,225,585	\$ 11,780,201	\$ 29,445,383	\$ 3,632,297	\$ 9,079,163	\$ 12,711,460
Brentwood	\$ 18,021,161	\$ 879,151	\$ 17,142,010	\$ 18,021,161	\$ 879,151	\$ 17,142,010	\$ -	\$ -	\$ -
Clayton	\$ 10,114,079	\$ 1,639,790	\$ 8,474,289	\$ 4,734,574	\$ 767,614	\$ 3,966,960	\$ 872,176	\$ 4,507,328	\$ 5,379,505
Concord	\$ 49,077,322	\$ 5,584,476	\$ 43,492,846	\$ 49,077,322	\$ 5,584,476	\$ 43,492,846	\$ -	\$ -	\$ -
Danville	\$ 26,276,658	\$ 1,518,829	\$ 24,757,829	\$ 25,874,148	\$ 1,495,563	\$ 24,378,585	\$ 23,266	\$ 379,244	\$ 402,510
El Cerrito	\$ 46,236,800	\$ 1,292,787	\$ 44,944,013	\$ 10,404,477	\$ 290,910	\$ 10,113,566	\$ 1,001,876	\$ 34,830,447	\$ 35,832,323
Hercules	\$ 21,120,510	\$ 753,686	\$ 20,366,824	\$ 7,113,949	\$ 253,861	\$ 6,860,088	\$ 499,824	\$ 13,506,736	\$ 14,006,561
Lafayette	\$ 33,497,910	\$ 2,525,741	\$ 30,972,169	\$ 19,515,211	\$ 1,471,446	\$ 18,043,765	\$ 1,054,295	\$ 12,928,404	\$ 13,982,699
Martinez	\$ 34,425,403	\$ 4,300,558	\$ 30,124,845	\$ 19,040,760	\$ 2,378,647	\$ 16,662,113	\$ 1,921,910	\$ 13,462,732	\$ 15,384,643
Moraga	\$ 22,594,001	\$ -	\$ 22,594,001	\$ 7,808,912	\$ -	\$ 7,808,912	\$ -	\$ 14,785,089	\$ 14,785,089
Oakley	\$ 10,032,575	\$ -	\$ 10,032,575	\$ 11,805,936	\$ -	\$ 11,805,936	\$ -	\$ (1,773,361)	\$ (1,773,361)
Orinda	\$ 23,617,300	\$ 481,650	\$ 23,135,650	\$ 3,594,389	\$ 73,304	\$ 3,521,085	\$ 408,346	\$ 19,614,565	\$ 20,022,911
Pinole	\$ 13,267,816	\$ 2,884,718	\$ 10,383,098	\$ 5,443,008	\$ 1,183,431	\$ 4,259,577	\$ 1,701,287	\$ 6,123,521	\$ 7,824,808
Pittsburgh	\$ 51,629,210	\$ 11,898,426	\$ 39,730,783	\$ 51,629,210	\$ 11,898,426	\$ 39,730,783	\$ -	\$ -	\$ -
Pleasant Hill	\$ 33,191,545	\$ 5,720,962	\$ 27,470,583	\$ 7,336,126	\$ 1,264,470	\$ 6,071,657	\$ 4,456,492	\$ 21,398,927	\$ 25,855,419
Richmond	\$ 125,256,884	\$ 14,576,537	\$ 110,680,347	\$ 51,288,918	\$ 5,968,652	\$ 45,320,265	\$ 8,607,885	\$ 65,360,082	\$ 73,967,966
San Pablo	\$ 22,509,805	\$ 6,176,653	\$ 16,333,152	\$ 9,800,763	\$ 2,689,313	\$ 7,111,450	\$ 3,487,340	\$ 9,221,702	\$ 12,709,042
San Ramon	\$ 34,126,427	\$ 9,437,525	\$ 24,688,902	\$ 22,003,088	\$ 6,084,865	\$ 15,918,223	\$ 3,352,660	\$ 8,770,679	\$ 12,123,339
Walnut Creek	\$ 84,029,400	\$ 12,604,410	\$ 71,424,990	\$ 25,720,104	\$ 3,858,016	\$ 21,862,089	\$ 8,746,394	\$ 49,562,901	\$ 58,309,296

TOTAL	\$ 804,416,971	\$ 117,820,347	\$ 686,596,624	\$ 403,484,980	\$ 60,574,319	\$ 342,910,661	\$ 57,246,028	\$ 343,685,963	\$ 400,931,991
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MARIN	Non-Pavement Need	MTS	Non-MTS
Marin County	\$ 108,662,000	\$ 29,446,613	\$ 79,215,387
Belvedere	\$ 1,564,421	\$ -	\$ 1,564,421
Corte Madera	\$ 15,695,748	\$ 1,478,038	\$ 14,217,710
Fairfax	\$ 12,111,930	\$ 1,368,350	\$ 10,743,580
Larkspur	\$ 8,471,285	\$ 875,201	\$ 7,596,084
Mill Valley	\$ 29,618,055	\$ 4,405,687	\$ 25,212,368
Novato	\$ 22,154,418	\$ 4,474,499	\$ 17,679,919
Ross	\$ 2,173,799	\$ 173,601	\$ 2,000,199
San Anselmo	\$ 8,965,505	\$ 809,954	\$ 8,155,551
San Rafael	\$ 36,068,619	\$ 2,974,079	\$ 33,094,540
Sausalito	\$ 8,467,629	\$ 2,286,885	\$ 6,180,743
Tiburon	\$ 7,091,980	\$ -	\$ 7,091,980
TOTAL	\$ 261,045,391	\$ 48,292,907	\$ 212,752,483

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 54,721,364	\$ 14,829,092	\$ 39,892,272	\$ 14,617,521	\$ 39,323,115	\$ 53,940,636
\$ 5,870,119	\$ -	\$ 5,870,119	\$ -	\$ (4,305,697)	\$ (4,305,697)
\$ 15,695,748	\$ 1,478,038	\$ 14,217,710	\$ -	\$ -	\$ -
\$ 2,204,878	\$ 249,097	\$ 1,955,781	\$ 1,119,253	\$ 8,787,799	\$ 9,907,052
\$ 4,486,535	\$ 463,521	\$ 4,023,014	\$ 411,680	\$ 3,573,070	\$ 3,984,750
\$ 17,149,102	\$ 2,550,929	\$ 14,598,173	\$ 1,854,757	\$ 10,614,196	\$ 12,468,953
\$ 22,154,418	\$ 4,474,499	\$ 17,679,919	\$ -	\$ -	\$ -
\$ 2,173,799	\$ 173,601	\$ 2,000,199	\$ -	\$ -	\$ -
\$ 1,622,823	\$ 146,608	\$ 1,476,216	\$ 663,346	\$ 6,679,336	\$ 7,342,682
\$ 13,663,389	\$ 1,126,630	\$ 12,536,758	\$ 1,847,449	\$ 20,557,782	\$ 22,405,230
\$ 6,751,730	\$ 1,823,466	\$ 4,928,264	\$ 463,420	\$ 1,252,480	\$ 1,715,899
\$ 5,987,409	\$ -	\$ 5,987,409	\$ -	\$ 1,104,571	\$ 1,104,571
\$ 152,481,315	\$ 27,315,482	\$ 125,165,833	\$ 20,977,425	\$ 87,586,651	\$ 108,564,076

NAPA	Non-Pavement Need	MTS	Non-MTS
Napa County	\$ 117,802,703.70	\$ 18,370,792	\$ 99,431,912
American Canyon	\$ 6,893,139.36	\$ 2,655	\$ 6,890,485
Callistoga	\$ 4,166,552.20	\$ 712,141	\$ 3,454,411
Napa	\$ 114,047,540.08	\$ 15,652,669	\$ 98,394,871
St. Helena	\$ 7,651,701.59	\$ 616,370	\$ 7,035,332
Yountville	\$ 2,407,994.84	\$ 477,142	\$ 1,930,853
TOTAL	\$ 252,969,632	\$ 35,831,769	\$ 217,137,863

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 49,844,128	\$ 7,772,963	\$ 42,071,164	\$ 10,597,828	\$ 57,360,748	\$ 67,958,576
\$ 2,009,218	\$ 774	\$ 2,008,445	\$ 1,881	\$ 4,882,040	\$ 4,883,921
\$ 2,740,200	\$ 468,351	\$ 2,271,849	\$ 243,790	\$ 1,182,562	\$ 1,426,353
\$ 14,941,890	\$ 2,050,728	\$ 12,891,162	\$ 13,601,942	\$ 85,503,708	\$ 99,105,650
\$ 1,559,774	\$ 125,645	\$ 1,434,129	\$ 490,725	\$ 5,601,203	\$ 6,091,928
\$ 538,935	\$ 106,789	\$ 432,145	\$ 370,352	\$ 1,498,708	\$ 1,869,060
\$ 71,634,145	\$ 10,525,250	\$ 61,108,894	\$ 25,306,519	\$ 156,028,989	\$ 181,335,487

SAN FRANCISCO	Non-Pavement Need	MTS	Non-MTS
San Francisco	\$ 1,177,472,593.93	\$ 84,268,336	\$ 1,093,204,258
TOTAL	\$ 1,177,472,594	\$ 84,268,336	\$ 1,093,204,258

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 599,345,995	\$ 42,893,474	\$ 556,452,522	\$ 41,374,862	\$ 536,751,736	\$ 578,126,599
\$ 599,345,995	\$ 42,893,474	\$ 556,452,522	\$ 41,374,862	\$ 536,751,736	\$ 578,126,599

SAN MATEO	Non-Pavement Need	MTS	Non-MTS
San Mateo County	\$ 56,550,922.55	\$ 9,303,294	\$ 47,247,629
Atherton	\$ 11,096,655.32	\$ 1,526,334	\$ 9,570,322
Belmont	\$ 31,148,205.75	\$ 5,404,652	\$ 25,743,554
Brisbane	\$ 6,661,986.38	\$ 1,533,036	\$ 5,128,951
Burlingame	\$ 35,038,118.03	\$ 5,498,596	\$ 29,539,522
Colma	\$ 5,365,287.75	\$ 4,669,048	\$ 696,240
Daly City	\$ 62,850,729.99	\$ 7,399,930	\$ 55,450,800
East Palo Alto	\$ 27,929,480.69	\$ 667,599	\$ 27,261,882
Foster City	\$ 17,551,877.27	\$ 7,355,233	\$ 10,196,644
Half Moon Bay	\$ 13,448,188.18	\$ -	\$ 13,448,188
Hillsborough	\$ 16,197,886.88	\$ 1,138,189	\$ 15,059,698

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 56,550,923	\$ 9,303,294	\$ 47,247,629	\$ -	\$ -	\$ -
\$ 11,096,655	\$ 1,526,334	\$ 9,570,322	\$ -	\$ -	\$ -
\$ 6,604,675	\$ 1,146,004	\$ 5,458,671	\$ 4,258,648	\$ 20,284,883	\$ 24,543,531
\$ 6,661,986	\$ 1,533,036	\$ 5,128,951	\$ -	\$ -	\$ -
\$ 35,038,118	\$ 5,498,596	\$ 29,539,522	\$ -	\$ -	\$ -
\$ 2,546,741	\$ 2,216,257	\$ 330,484	\$ 2,452,791	\$ 365,756	\$ 2,818,547
\$ 47,716,651	\$ 5,618,071	\$ 42,098,579	\$ 1,781,859	\$ 13,352,220	\$ 15,134,079
\$ 28,241,381	\$ 627,248	\$ 25,614,133	\$ 40,351	\$ 1,647,749	\$ 1,688,099
\$ 17,463,843	\$ 7,318,342	\$ 10,145,502	\$ 36,891	\$ 51,143	\$ 88,034
\$ 9,891,249	\$ -	\$ 9,891,249	\$ -	\$ 3,556,939	\$ 3,556,939
\$ 4,867,623	\$ 342,037	\$ 4,525,586	\$ 796,152	\$ 10,534,112	\$ 11,330,264

Menlo Park	32,783,644.62	\$ 3,911,014	\$ 28,872,631
Millbrae	23,346,201.68	\$ 1,834,020	\$ 21,512,182
Pacifica	21,205,756.07	\$ 293,491	\$ 20,912,265
Portola Valley	7,292,738.59	\$ -	\$ 7,292,739
Redwood City	44,418,262.52	\$ 7,020,320	\$ 37,397,943
San Bruno	40,293,581.34	\$ 6,002,586	\$ 34,290,996
San Carlos	21,742,151.28	\$ 2,384,574	\$ 19,357,577
San Mateo	119,180,726.13	\$ 18,789,152	\$ 100,391,574
S. San Francisco	61,978,763.73	\$ 8,967,699	\$ 53,011,065
Woodside	12,342,833.71	\$ 1,096,977	\$ 11,245,857
TOTAL	668,423,998.47	\$ 94,795,741	\$ 573,628,257

\$ 32,783,645	\$ 3,911,014	\$ 28,872,631	\$ -	\$ -	\$ -
\$ 7,006,852	\$ 550,441	\$ 6,456,411	\$ 1,283,579	\$ 16,056,771	\$ 16,339,350
\$ 21,205,756	\$ 293,491	\$ 20,912,265	\$ -	\$ -	\$ -
\$ 4,785,718	\$ -	\$ 4,785,718	\$ -	\$ 2,507,020	\$ 2,507,020
\$ 44,418,263	\$ 7,020,320	\$ 37,397,943	\$ -	\$ -	\$ -
\$ 31,063,287	\$ 4,627,537	\$ 26,435,750	\$ 1,375,049	\$ 7,855,245	\$ 9,230,294
\$ 21,742,151	\$ 2,384,574	\$ 19,357,577	\$ -	\$ -	\$ -
\$ 67,153,667	\$ 10,586,951	\$ 56,566,717	\$ 8,202,201	\$ 43,824,857	\$ 52,027,059
\$ 61,978,764	\$ 8,967,699	\$ 53,011,065	\$ -	\$ -	\$ -
\$ 12,342,834	\$ 1,096,977	\$ 11,245,857	\$ -	\$ -	\$ -
\$ 529,160,782	\$ 74,568,221	\$ 454,592,561	\$ 20,227,520	\$ 119,035,696	\$ 139,263,216

SANTA CLARA	Non-Pavement Need	MTS	Non-MTS
Santa Clara County	\$ 164,126,720.78	\$ 3,930,754	\$ 160,195,967
Campbell	\$ 37,044,557.21	\$ 1,364,746	\$ 35,679,812
Cupertino	\$ 31,783,566.21	\$ 4,007,636	\$ 27,775,930
Gilroy	\$ 27,754,675.44	\$ -	\$ 27,754,675
Los Altos	\$ 10,256,484.44	\$ 19,745	\$ 10,236,740
Los Altos Hills	\$ 12,598,771.16	\$ 589,416	\$ 12,009,355
Los Gatos	\$ 26,652,639.79	\$ -	\$ 26,652,640
Milpitas	\$ 47,773,609.63	\$ -	\$ 47,773,610
Monte Sereno	\$ 3,399,240.18	\$ -	\$ 3,399,240
Morgan Hill	\$ 27,117,820.34	\$ 3,520,341	\$ 23,597,479
Mountain View	\$ 44,838,286.81	\$ 1,454,144	\$ 43,384,143
Palo Alto	\$ 53,470,587.66	\$ 5,117,353	\$ 48,353,235
San Jose	\$ 805,290,231.91	\$ 213,331,271	\$ 591,958,960
Santa Clara	\$ 80,144,898.04	\$ 796,763	\$ 79,348,136
Saratoga	\$ 35,873,627.70	\$ 2,512,895	\$ 33,360,733
Sunnyvale	\$ 144,972,259.17	\$ 6,239,790	\$ 138,732,469
TOTAL	\$ 1,553,067,976	\$ 242,884,854	\$ 1,310,213,123

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 111,776,449	\$ 2,676,991	\$ 109,099,458	\$ 1,253,763	\$ 51,096,509	\$ 52,350,272
\$ 37,044,557	\$ 1,364,746	\$ 35,679,812	\$ -	\$ -	\$ -
\$ 31,783,566	\$ 4,007,636	\$ 27,775,930	\$ -	\$ -	\$ -
\$ 37,906,721	\$ -	\$ 37,906,721	\$ -	\$ (10,152,046)	\$ (10,152,046)
\$ 8,822,075	\$ 16,983	\$ 8,805,092	\$ 2,761	\$ 1,431,648	\$ 1,434,409
\$ 8,037,659	\$ 376,031	\$ 7,661,628	\$ 213,385	\$ 4,347,727	\$ 4,561,112
\$ 22,129,597	\$ -	\$ 22,129,597	\$ -	\$ 4,523,042	\$ 4,523,042
\$ 32,365,508	\$ -	\$ 32,365,508	\$ -	\$ 15,408,102	\$ 15,408,102
\$ 2,223,495	\$ -	\$ 2,223,495	\$ -	\$ 1,175,746	\$ 1,175,746
\$ 21,308,323	\$ 2,766,172	\$ 18,542,151	\$ 754,169	\$ 5,055,328	\$ 5,809,497
\$ 33,381,415	\$ 1,082,588	\$ 32,298,827	\$ 371,556	\$ 11,085,316	\$ 11,456,872
\$ 15,372,766	\$ 1,471,236	\$ 13,901,529	\$ 3,646,117	\$ 34,451,705	\$ 38,097,822
\$ 395,047,125	\$ 104,652,835	\$ 290,394,291	\$ 108,678,437	\$ 301,564,670	\$ 410,243,106
\$ 73,017,364	\$ 725,904	\$ 72,291,460	\$ 70,859	\$ 7,056,676	\$ 7,127,534
\$ 15,547,765	\$ 1,089,098	\$ 14,458,667	\$ 1,423,797	\$ 18,902,066	\$ 20,325,863
\$ 114,237,297	\$ 4,916,918	\$ 109,320,379	\$ 1,322,872	\$ 29,412,090	\$ 30,734,962
\$ 960,001,683	\$ 125,147,139	\$ 834,854,544	\$ 117,737,715	\$ 475,358,579	\$ 593,096,294

SOLANO	Non-Pavement Need	MTS	Non-MTS
Solano County	\$ 75,165,309	\$ 9,407,333	\$ 65,757,976
Benicia	\$ 21,858,129	\$ 866,599	\$ 20,991,530
Dixon	\$ 16,209,600	\$ 49,039	\$ 16,160,560
Fairfield	\$ 55,737,043	\$ 4,687,946	\$ 51,049,096
Rio Vista	\$ 9,855,222	\$ -	\$ 9,855,222
Suisun City	\$ 28,229,395	\$ 1,569,036	\$ 26,660,358
Vacaville	\$ 43,306,807	\$ 4,511,191	\$ 38,795,616
Vallejo	\$ 106,121,278	\$ 5,016,454	\$ 101,104,824
TOTAL	\$ 356,482,783	\$ 26,107,600	\$ 330,375,183

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 33,915,764	\$ 4,244,736	\$ 29,671,028	\$ 5,162,597	\$ 36,086,948	\$ 41,249,545
\$ 1,930,431	\$ 76,535	\$ 1,853,896	\$ 790,064	\$ 19,137,633	\$ 19,927,698
\$ 3,628,666	\$ 10,978	\$ 3,617,688	\$ 38,061	\$ 12,542,872	\$ 12,580,934
\$ 35,173,627	\$ 2,958,393	\$ 32,215,234	\$ 1,729,553	\$ 18,833,862	\$ 20,563,415
\$ 9,265,161	\$ -	\$ 9,265,161	\$ -	\$ 7,590,061	\$ 7,590,061
\$ -	\$ -	\$ -	\$ 1,569,036	\$ 26,660,358	\$ 28,229,395
\$ 7,130,154	\$ 742,735	\$ 6,387,419	\$ 3,768,456	\$ 32,408,197	\$ 36,176,653
\$ 26,570,259	\$ 1,256,001	\$ 25,314,257	\$ 3,760,453	\$ 75,790,567	\$ 79,551,020
\$ 110,614,063	\$ 9,289,378	\$ 101,324,684	\$ 16,818,222	\$ 229,050,498	\$ 245,868,720

SONOMA	Non-Pavement Need	MTS	Non-MTS
Sonoma County	\$ 336,015,514.81	\$ 75,619,866	\$ 260,395,649

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 158,756,886	\$ 35,728,036	\$ 123,028,850	\$ 39,891,830	\$ 137,366,799	\$ 177,258,628

Cloverdale	\$ 8,121,531.74	\$ 1,276,156	\$ 6,845,375
Cotati	\$ 5,079,901.63	\$ 31,712	\$ 5,048,189
Healdsburg	\$ 12,364,147.36	\$ 2,140,965	\$ 10,223,183
Petaluma	\$ 90,311,352.36	\$ 11,999,969	\$ 78,311,383
Rohnert Park	\$ 29,571,976.74	\$ 3,103,017	\$ 26,468,960
Santa Rosa	\$ 140,147,882.86	\$ 28,125,194	\$ 112,022,689
Sebastopol	\$ 7,427,200.12	\$ 400,101	\$ 7,027,100
Sonoma	\$ 8,341,739.10	\$ 1,080,143	\$ 7,261,596
Windsor	\$ 16,434,020.18	\$ 776,768	\$ 15,657,252
TOTAL	\$ 653,815,267	\$ 124,553,891	\$ 529,261,376

\$ 3,222,404	\$ 506,344	\$ 2,716,060	\$ 769,812	\$ 4,129,316	\$ 4,899,128
\$ 338,419	\$ 2,113	\$ 336,306	\$ 29,600	\$ 4,711,883	\$ 4,741,283
\$ 5,467,393	\$ 946,729	\$ 4,520,664	\$ 1,194,236	\$ 5,702,519	\$ 6,896,754
\$ -	\$ -	\$ -	\$ 11,999,969	\$ 78,311,383	\$ 90,311,352
\$ 9,075,121	\$ 952,262	\$ 8,122,860	\$ 2,150,755	\$ 18,346,100	\$ 20,496,855
\$ 45,792,922	\$ 9,189,827	\$ 36,603,095	\$ 18,935,367	\$ 75,419,595	\$ 94,354,961
\$ 821,379	\$ 44,247	\$ 777,132	\$ 355,853	\$ 6,249,368	\$ 6,605,821
\$ 7,381,430	\$ 955,796	\$ 6,425,634	\$ 124,347	\$ 835,962	\$ 960,309
\$ 7,300,693	\$ 345,074	\$ 6,955,620	\$ 431,695	\$ 8,701,632	\$ 9,133,327
\$ 238,156,647	\$ 45,369,600	\$ 192,787,047	\$ 75,883,464	\$ 339,775,156	\$ 415,658,620

REGION	Non-Pavement Need	MTS	Non-MTS
Alameda County	\$ 1,250,120,347	\$ 182,585,185	\$ 1,067,535,162
Contra Costa County	\$ 804,416,971	\$ 117,820,347	\$ 686,596,624
Marin County	\$ 261,045,391	\$ 48,292,907	\$ 212,752,483
Napa County	\$ 252,969,632	\$ 35,831,769	\$ 217,137,863
San Francisco	\$ 1,177,472,594	\$ 84,268,336	\$ 1,093,204,258
San Mateo County	\$ 668,423,998	\$ 94,795,741	\$ 573,628,257
Santa Clara County	\$ 1,553,097,976	\$ 242,884,854	\$ 1,310,213,123
Solano County	\$ 356,482,783	\$ 26,107,600	\$ 330,375,183
Sonoma County	\$ 653,815,267	\$ 124,553,891	\$ 529,261,376
TOTAL	\$ 6,977,844,959	\$ 957,140,632	\$ 6,020,704,327

Revenue	MTS Revenue	Non-MTS Revenue	MTS Shortfall	Non-MTS Shortfall	Total Shortfall
\$ 756,655,598	\$ 121,106,017	\$ 635,549,581	\$ 61,479,169	\$ 431,985,581	\$ 493,464,749
\$ 403,484,980	\$ 60,574,319	\$ 342,910,661	\$ 57,246,028	\$ 343,685,963	\$ 400,931,991
\$ 152,481,315	\$ 27,315,482	\$ 125,165,833	\$ 20,977,425	\$ 87,586,651	\$ 108,564,076
\$ 71,634,145	\$ 10,525,250	\$ 61,108,894	\$ 25,306,519	\$ 156,028,969	\$ 181,335,487
\$ 599,345,995	\$ 42,893,474	\$ 556,452,522	\$ 41,374,862	\$ 536,751,736	\$ 578,126,599
\$ 529,160,782	\$ 74,568,221	\$ 454,592,561	\$ 20,227,520	\$ 119,035,696	\$ 139,263,216
\$ 960,001,683	\$ 125,147,139	\$ 834,854,544	\$ 117,737,715	\$ 475,358,579	\$ 593,096,294
\$ 110,614,063	\$ 9,289,378	\$ 101,324,684	\$ 16,818,222	\$ 229,050,498	\$ 245,868,720
\$ 238,156,647	\$ 45,369,600	\$ 192,787,047	\$ 75,883,464	\$ 339,775,156	\$ 415,658,620
\$ 3,821,535,208	\$ 516,768,881	\$ 3,304,746,327	\$ 437,050,924	\$ 2,719,258,827	\$ 3,156,309,751

Notes:

The shortfall estimates were prepared for the purposes of MTC's 2005 Regional Transportation Plan, and were intended to be displayed in aggregate at the county level--not at the jurisdictional level.

- Estimates of the 25-Year Nonpavement Need were calculated using an average ratio of pavement to non-pavement need. A different ratio was used for rural vs. urban jurisdictions. The ratio method was used due to the absence of a systematic way for estimating actual non-pavement need for each jurisdiction. Since the non-pavement need category encompasses many different segments of public infrastructure--sidewalks, traffic lights, storm drains, etc.--few jurisdictions have a way to inventory and calculate their total non-pavement need. The ratios that we ultimately used were calculated using estimates of non-pavement need from select jurisdictions. The ratio method is adequate for estimating non-pavement need on a regional basis, but is not reliable at the jurisdictional level.
- Revenue projections were based on individual responses to a revenue survey that was circulated by MTC. Where a jurisdiction did not respond, their revenue estimates were calculated by using the county (and jurisdictions) average revenue per centerline mile. Where jurisdictions provided incomplete information on revenue sources, we again used the county averages to determine the proportion of total Local Street & Road revenues contributed by a particular revenue source (i.e., sales tax measures, gas tax, other local sources). It was also assumed that Proposition 42 revenues would be available in full.
- In certain cases, estimated revenue amounts began to out-pace estimates of need towards the end of the 25-year period. Where revenue estimates were greater than need, the revenue amount was changed to equal the need, creating a \$0 shortfall. It is assumed that any surplus revenues will be diverted to other areas.



DATE: April 1, 2004
TO: STA Board
FROM: Anna McLaughlin, Program Manager/Analyst
RE: Bike to Work Campaign Update

Background:

May 17 – 21, 2004 marks the tenth annual California Bike to Work campaign. Bike-to-Work (BTW) Day is Thursday, May 20th. The goal of this campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards are just some of the methods of encouragement. Last year over 450 individuals participated in BTW in Solano and Napa counties.

STA's Solano Napa Commuter Information (SNCI) program is organizing the campaign in Solano and Napa counties. Staff has been participating in regional Bike to Work campaign meetings and coordinating locally with the Solano and Napa Bicycle Advisory Committees.

Discussion:

To increase awareness about the California Bike to Work campaign, staff performs outreach to employers, the bicycle community, and the general public. State and regional materials and prizes are being incorporated and localized as needed. Local sponsors have also been secured to add value and increase interest in the campaign.

Major employers in Napa and Solano will receive Bike to Work campaign packets. These packets will include a sample pledge form, poster, materials order form, employer tips, feedback form, Bike Commuting in Napa and Solano flyer, What's New in Solano and Napa Biking flyer, and information about SNCI's commuter bicycle incentive. Follow-up calls will be made to employers after the mailing goes out.

Bike to Work pledge forms will be not only distributed through employers, but via mail, events, displays, and newspaper inserts in Napa. Last year's participants will be sent a letter with a pledge form encouraging their continued participation and asking them to get a friend to participate as well. BTW pledge forms will be distributed at Earth Day and other community events. Web pages will be added to STA's website so that individuals may register on-line as well as learn where energizer stations will be located.

Articles and advertisements will be placed in several community publications including the Grapevine, Breeze, Round Up, and Napa Valley Marketplace. Radio spots will run during the two weeks preceding Bike to Work Day on KUIC and KVYN/KVON. KUIC has also secured Scandia passes that will be used to encourage students to bike to school. Press releases will be sent to appropriate newspapers in the two counties.

Energizer stations will be hosted by various businesses and organizations in Solano and Napa counties. The Metropolitan Transportation Commission (MTC), who is organizing this year's bay area campaign with the help of consultants, has sponsored the purchase of Bike to Work musette bags which have traditionally been given away at energizer stations with additional giveaway items and bicycle information. Staff coordinated the distribution from MTC to various local energizer stations ranging from Dixon to Calistoga.

Local sponsorships have been sought and once again the local community has been very supportive. In Solano, Ray's Cycle in Fairfield and Vacaville, as well as Fisk's Cyclery in Dixon are donating prizes and discount coupons. In addition, they will host energizer stations on Bike to Work Day. Authorized Bicycle Shop in Vallejo and Bicycle Madness in Napa have provided prizes and discount coupons. Also, a bicycle has been donated courtesy of Pacific Cycle, a national company located in Wisconsin with a distribution center in Vacaville.

All Bike to Work participants in Solano and Napa will receive a registrant thank-you packet. This will include discount coupons generously donated for this campaign from participating local bike shops. Newly revised Solano Yolo Bike Maps will also be included.

Financial Impact:

This campaign is funded with \$10,000 approved in the SNCI program FY03/04 budget.

Recommendation:

Information.



DATE: April 14, 2004
 TO: STA Board
 FROM: Sam Shelton, Planning Assistant
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA members during the next few months. Also attached are summary fact sheets for each program. Many grants previously available at this time were discontinued or are waiting for the State Budget or TEA 3 reauthorization. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
Traffic Engineering Technical Assistance Program (TETAP)	Christina Atienza, MTC, (510) 817-3221	Due 4:00pm April 16, 2004
Land Water Conservation Fund (LWCF)	Richard Rendon, CA Parks - Office of Grants & Local Services, (916) 651-7600	Due May 3, 2004
BAAQMD TFCA Program (60% Program Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	Workshop on May 18, 2004 Due end of June 2004
Bikes Belong Grant Program	Tim Baldwin, Bikes Belong Coalition, (617) 426-9222	Q2 – May 14, 2004 Q3 – September 3, 2004 Q4 – November 23, 2004



FUNDING OPPORTUNITY:

Traffic Engineering Technical Assistance Program

Applications Due 4:00pm, April 16, 2004

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

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

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

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

Funding Available: Approximately \$225,000 in federal funds for 2004. Maximum grant amount per project is \$30,000 with MTC making the local match.

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

Grant Contact: Christina Atienza, MTC, (510) 817-3221
http://www.mtc.ca.gov/about_mtc/doing_biz/tetap.htm

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



FUNDING OPPORTUNITY:

Land Water Conservation Fund

Applications Due: May 3, 2004

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Land Water 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: Outdoor recreation facilities grant
- Funding Available: \$1.68 million for Northern CA local agencies
Maximum grant per project is \$210,000
Dollar for dollar match required.
- Eligible Projects: Outdoor Recreation Facilities
- Trails and Bike Trails
 - Picnic & Campgrounds, Zoos, Event Areas, Pools
 - Parks & Playground equipment
- Previously Funded Projects: City of Fremont - Central Park Bike Trail, \$14,456
City of Oakland - Lake Merritt Bicycle Path, \$15,300
City of Sonoma - Fryer Creek Bicycle Path, \$68,112
City of Palo Alto - Urban Bicycle Route, \$67,825
* Most funded projects are park projects, not bike trails.
- Funding Contact: Richard Rendon, California State Parks - Office of
Grants & Local Services, (916) 651-7600
rrend@parks.ca.gov
<http://www.parks.ca.gov>
- STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075
sshelton@sta-snci.com
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FUNDING OPPORTUNITY:

**Regional Transportation Fund for Clean Air Program
(60% Regional Funds)**

Applications Due end of June 2004

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Regional Transportation Fund for Clean Air 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 of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and universities in the Bay Area Air Basin.

Program Description: This is a regional air quality program to provide grants to local and regional agencies for clean air projects.

Funding Available: Approximately \$10 million was available in 2003. Eligible projects must be between \$10,000 to \$1,000,000.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles, and "Smart Growth" projects.

Further Details: Karen Chi, BAAQMD, (415) 749-5121

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

Bikes Belong Grant Program

Applications Due: 2nd Quarter - May 14, 2004
3rd Quarter - September 3, 2004, 4th Quarter - November 23, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

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

Program Description: Bikes Belong is offering grants to address four specific goals:

- Ridership growth
- Leveraging funding
- Building political support
- Promoting cycling

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

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

Further Information: Applications and grant information are available online at www.bikesbelong.org. Navigate to grant programs.

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

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