



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

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

MEETING NOTICE

May 12, 2004

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

5:30 P.M. Closed Session
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. CLOSED SESSION:

1. PERSONNEL CLOSED SESSION pursuant to California Government Code Section 54957 et seq.; Executive Director Performance Review.

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

Chair MacMillan

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

V. 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.

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. **EXECUTIVE DIRECTOR'S REPORT (6:10-6:15 p.m.)** – Pg 1 Daryl K. Halls
- VII. **COMMENTS FROM STAFF, CALTRANS AND MTC (6:15-6:30 p.m.)**
 - A. **Caltrans Report**
 - 1. **Benicia-Martinez Bridge Update** Yader Bermudez
 - B. **MTC Report**
 - C. **STA Report**
 - 1. **Report on FasTrak Program** Elizabeth Richards
 - 2. **I-80/I-680/SR 12 Interchange Project** Mike Duncan

VIII. **CONSENT CALENDAR**

Recommendation: Approve the following consent items in one motion
(Note: Items under consent calendar may be removed for separate discussion.
 (6:30-6:35 p.m.) – Pg 13

- A. **STA Board Minutes of April 14, 2004** Kim Cassidy
Recommendation: Approve minutes of April 14, 2004.
 – Pg 15
- B. **Approve Draft TAC Minutes of April 28, 2004** Johanna Masiclat
Recommendation: Receive and file. – Pg 23
- C. **Approve Minutes of the Special TAC Meeting of April 8, 2004** Mike Duncan
Recommendation: Receive and file. – Pg 29
- D. **Contract Amendment #3: Charles O. Lamoree for Legal Consultant Services** Daryl Halls
Recommendation: Authorize the Executive Director to extend the Consultant Contract with Charles O. Lamoree to provide Legal Services for the STA for FY 2004/05 for an amount not to exceed \$80,000.
 – Pg 33
- E. **Countywide Pedestrian Plan (Phases 2 and 3c) Landpeople Contract Amendment** Robert Guerrero
Recommendation: Approve the following:
 - 1. *Authorize the Executive Director to amend Landpeople's Countywide Pedestrian/Trails Plan Phase 2 contract agreement to include \$3,444 in additional funding acquired from the remaining Kleinfelder fund balance and extend Phases 2 and 3b completion date to June 30, 2004.*
 - 2. *Authorize the Executive Director to amend Landpeople's Countywide Pedestrian Plan (Phase 3c) contract agreement to extend the project deadline from June 30, 2004 to September 30, 2004, subject to written grant extension approval from Caltrans.*
 – Pg 35

- F. Sponsorship of Solano EDC Annual Dinner Meeting with the Secretary of the Business, Transportation & Housing Agency** Daryl Halls
Recommendations: Approve the STA's Co-Sponsorship of Solano EDC's business roundtable meeting on May 20, 2004, with the Secretary of Business, Transportation & Housing, Sunne Wright McPeak, for an amount not to exceed \$1,000
 – Pg 39
- G. FY 2003/04 Second and Third Quarter Budget Report** Daryl Halls/
Nancy Whelan
Recommendation: Receive and file. – Pg 41
- H. Contract Agreement for STA Annual Audit Services for FY 2004-06 - Maze & Associates** Daryl Halls
Recommendation: Authorize the Executive Director to enter into an agreement with Maze & Associates for annual auditing services for a three-year period beginning on July 1, 2004, with an option for two (2) one-year extensions, for an amount not to exceed \$13,000 per year.
 – Pg 45
- I. Update to the STA Conflict of Interest Code** Charles O. Lamoree
Recommendation: Adopt Resolution 2004-05 revising the Agency's Conflict of Interest Code for designated positions.
 – Pg 53
- J. 2005 Transportation Improvement Program (TIP) Submittals for Solano County** Jennifer Tongson
Recommendation: Receive and file.
 – Pg 71

IX. ACTION ITEMS - FINANCIAL

- A. Project Submittals for Regional Measure 2 (RM 2)** Mike Duncan
Recommendations: Approve the following:
 1. Solano County RM 2 Project Funding Proposals as shown in Attachment A.
 2. Initial Projects Reports as provided in Attachment A.
 (6:35-6:45 p.m.) – Pg 73
- B. FY 2004-05 Solano County Transportation for Clean Air Program** Robert Guerrero
Recommendations: Approve the following:
 1. \$25,000 for Route 30 and \$195,000 for Solano Napa Commuter Information's ridesharing activities in TFCA 40% Program Manager Funds for FY 2004-05.

2. Adopt Resolution 2004-04 authorizing the Solano County TFCA 40% Program Manager application submittal to the BAAQMD.
 3. Authorize the initiation of a second call for BAAQMD TFCA 40% Program Manager funds for FY 04-05 with an application submittal deadline of July 15, 2004.
- (6:45-6:50 p.m.) – Pg 87

X. ACTION ITEMS – NON FINANCIAL

- A. Development of Track 1, ITIP and Big Tent Projects for Transportation 2030** Dan Christians
Recommendations: Close the public comment period and approve the following:
 1. The T-2030 Track 1 and ITIP list as specified in Attachment A.
 2. Authorize the Executive Director to submit the T-2030 Track 1 and ITIP list to MTC.
(6:50-7:05 p.m.) – Pg 91
- B. Submittal of Unmet Transit Needs Response for FY 04/05** Elizabeth Richards
Recommendation: Approve the following:
 1. Solano County responses to the Unmet Transit Needs Hearing for FY 04/05 as shown in Attachment B.
 2. Authorize the Executive Director to forward the coordinated Unmet Transit Needs response from Solano County for FY 04/05 to MTC.
(7:05-7:10 p.m.) – Pg 101
- C. Legislative Update – April 2004** Janice Sells
Recommendation: Approve the following:
 1. AB 2737 – Support
(7:10-7:15 p.m.) – Pg 115

XI. INFORMATION ITEMS

(No Discussion Necessary)

- A. County Transportation Expenditure Plan Update** Daryl Halls
Informational – Pg 129
- B. Status Report on Solano Comprehensive Transportation Plan** Dan Christians
Informational – Pg 133
- C. Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects** Dan Christians
Informational – Pg 135

- D. **Regional Measure 2 (RM2) Impact on FasTrak Program** Elizabeth Richards
Informational – Pg 139
- E. **Benicia-Martinez Bridge Update** Mike Duncan
Informational – Pg 143
- F. **Cordelia Truck Scales Relocation Study - Update** Mike Duncan
Informational – Pg 145
- G. **Funding Opportunities Summary** Sam Shelton
Informational – Pg 151

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for June 9, 2004, 6:00 p.m. at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: May 3, 2004
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 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.

Adoption of 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. The STA Board opened a T-2030 Public Hearing at the April Board meeting to allow members of the public to comment on the list of projects and to provide their input. As requested by the STA Board, staff developed a user-friendly public information piece describing the T-2030 Plan process and highlighting the draft list of Solano County projects as candidates for future track 1 and ITIP funds.

Project Submittals for Regional Measure 2 Funds *

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) initiated the process for project sponsors to submit RM 2 project funding requests and STA staff has developed a coordinated submittal in partnership with Solano County project sponsors. As proposed, this submittal plan has been reviewed to ensure that project sponsors can successfully deliver the projects requested in a timely manner and to increase Solano County's chances of receiving RM2 funds in the initial years of the program.

Cost of Benicia Bridge Project Expected to Increase *

Last week, Caltrans staff informed attendees at a joint meeting of the STA and Contra Costa Transportation Authority (CCTA) that rumors of significant cost increase for the Benicia Bridge project is eminent. Caltrans is scheduled to wrap up its review and negotiations with the project's construction contractor, Kiewit Pacific Construction. It is anticipated that a cost increase of at least \$100 million is forthcoming which will increase the total cost for the Benicia Bridge project to over \$1 billion. Caltrans staff has been invited to provide an update at the STA Board meeting and provide an explanation for the projected project cost increase.

Federal Reauthorization Bill Extended Again

Last week, both the House and the U.S. Senate voted to extend the surface transportation programs for two months (through June 30, 2004). This provides the Congress with an additional two months to reach an agreement on the future of the federal highway and transit programs. The current transportation law, Transportation Equity Act for the 21st Century (TEA 21), expired on September 30, 2003 and has been renewed several times as the debate over funding levels and other specific provisions continue. The following are the current funding levels being debated:

1. House - \$284 billion
2. Senate - \$318 billion
3. President - \$256 billion

State Budget Impacts Wait for Governor's May Revise

An ominous silence is precipitating the release of Governor Arnold Scharzenegger's State Budget May Revise, which is statutorily due to be released on May 15th. Based on staff conversations with California Transportation Commission and Caltrans staff and various consultants, there is dwindling hope for the CTC to hold on to the current transportation Fund Estimate (FE) that provided for a "Zero" State Transportation Improvement Program (STIP) in 2004. Elimination of the Transportation Congestion Relief Program (TCRP) and a suspension of Proposition 42 for second year will result in a negative STIP and necessitate the need for the CTC to revised its FE and for the STA and others to begin deprogramming some STIP funded projects. Shaw & Yoder is monitoring the situation for the STA and will provide the most current information when it is available. If the May Revised is released prior to the May 12th STA Board meeting, then a presentation by Shaw/Yoder will be added to the agenda.

I-80/680/SR 12 Interchange Improvements Update Requested *

At the request of the STA Board's Executive Committee, staff has added an information item presentation and update on the I-80/680/SR 12 Interchange. This will provide an opportunity for staff to brief the Board on the status of several phases of the interchange project and discuss the STA's proposal for RM 2 funds to fund future phases of the project.

Gearing up to Complete CTP Update *

At the request of the STA Board, staff is in the process of providing informational presentations to each of the seven city councils and the Board of Supervisors. Once these presentations are completed, staff will be reconvening the Board's three CTP subcommittees to review and approved specific plans contained within the CTP.

Unmet Transit Needs Response for FY 2004/05 *

Working with Solano County transit operators and MTC, Elizabeth Richards has completed Solano County draft Unmet Transit Needs Response for FY 2004/05. This response needs to be approved by MTC and a finding made that there are no unmet transit needs in Solano County in

Executive Director's Memo
May 3, 2004
Page 3

order for the cities of Dixon, Rio Vista, Suisun City and Vacaville, and Solano County to continue to claim a percentage of Transit Development Act (TDA) funds for streets and roads.

STA's FY 2003/04 Budget on Track *

Staff has attached the 3rd quarter status report for the FY 2003/04 budget, which highlights that the STA's expenditures are staying within the expenditures limits set by the STA Board and that revenues are keeping pace with expenditures. Staff is waiting for our auditors to finalize the annual audit for FY 2003/04, which will then be presented to the STA Board at the next scheduled regular meeting.

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



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

May 4, 2004

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: UPDATE

Budget

The Senate Budget Subcommittee Number 4, which oversees transportation finance, considered transportation funding on April 14. The Subcommittee chose to hold open the broader transportation discussion (Proposition 42 suspension, transit "spillover" revenue, etc.) until further in the budget process. The Assembly Budget Subcommittee Number 5, which oversees transportation finance in the Assembly, will consider transportation funding Wednesday, May 5. The Subcommittee is expected to mirror the actions of the Senate and defer discussion of transportation revenues until after the May Revision.

May Revision

The May Revision, the final 2004-05 budget proposal by the Administration based on the most recent revenue projections by the state, will be released shortly. The exact date is not known at this time, but is expected within the next several weeks. Should the proposal be available prior to your May 12, Board meeting, Shaw / Yoder, Inc. will present the highlights of the document to you in person. If the Revision is distributed after your Board meeting, Shaw / Yoder, Inc. will report all relevant information to you via memorandum, and present an analysis of the proposal at your June Board meeting.

Many components of the budget are still in flux. The Administration is actively working with many interest groups in order to close the estimate \$15 billion deficit. Numerous meetings have been held with transportation advocates and members of the Administration regarding the need to preserve some amount of transportation revenue. All those meetings have been beneficial, yet no commitments to preserve transportation funds have yet been made.

Legislation

There are several bills that deal with the broader transportation finance question. These bills generally fall into two different camps of thought. One camp would seek to preserve the existing transportation finance structure and offer better guarantees that transportation funding will in fact reach their intended destination. This policy would be achieved through the passage of Constitutional Amendments to raise the threshold for suspending Proposition 42.

Tel: 916.446.4656
Fax: 916.446.4318
1414 K Street, Suite 320
Sacramento, CA 95814

The second camp would increase transportation revenue by either levying new fees on a gallon of gasoline, or a straight increase in the state's excise tax. All these proposals are part of the broader transportation funding package set for a more full debate in the budget negotiations. We have reported on all these bills in the past, but wanted to inform the STA that these measures are still "alive" in the process, and will no doubt contribute to the broader transportation discussion.

Other transportation-related items include:

- **SB 1209 (Scott)** – This bill would have generated approximately \$180 million annually for transit and transportation by increasing the fines paid by "reckless" drivers. This bill failed passage in the Senate Public Safety Committee.
- **SB 1443 (Murray)** – This bill would allow transportation projects to proceed even if the Legislature has not passed a balanced budget on-time. This bill is currently on the "suspense" file in the Senate Appropriations Committee.
- **AB 2741 (Salinas)** – This bill would have added two additional seats to the Metropolitan Transportation Commission. This bill failed passage in the Assembly Local Government Committee.

Workers' Compensation

The Legislature and the Administration were successful in negotiating a compromise proposal regarding the state's broken Workers' Compensation system. Because the final proposal was an urgency measure, the effects of the proposal are currently state law. However, the implementation bodies are still analyzing the legislation to determine what effect the new law will have on premium costs. These results are expected to be known within the next several months.



1130 Connecticut Avenue NW ♦ Suite 300 ♦ Washington, DC ♦ 20036 ♦ Phone 202.331.8500 ♦ Fax 202.331.1598

To: Solano Transportation Authority Board of Directors
From: Mike Miller
Date: April 28, 2004
Re: Federal Transportation Reauthorization Legislation – Revised Update

This memorandum updates the April 2 memorandum outlining transportation reauthorization legislation and STA's two projects currently under consideration in Congress. Updated information is included in Section 3 (footnote), Section 5, and Section 8 (first three paragraphs).

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 billion¹ for DOT programs over six years (FY 2005-

¹ A recent Congressional Budget Office estimate has reduced the Senate figure to \$307.4 billion.

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 “confereencing.”

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 billion² 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 projects³ and 355 earmarks for transit projects.

TEA-LU includes earmarks for STA projects:

- \$21 million⁴ 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 has returned from its mid-April recess and no official action has occurred as of this 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

² 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.

³ “Highway projects” is a term that also encompasses many non-construction projects.

⁴ 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).

funding will be added to the bill by way of program and earmark funding; additional 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.⁵ 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.

This week (April 26-30) Congress is likely to extend TEA-21 for the third time. The current extension expires this Friday, April 30. Action is unlikely until Wednesday or Thursday at the earliest. Key legislators are considering extending TEA-21 for two additional months.

TEA-21 has already been extended twice since its original expiration on September 30, 2003 while Congress attempts to pass the reauthorization bill. Some House leaders, including Majority Leader Tom DeLay, appear to be more optimistic than their Senate counterparts that Congress will finally pass and send to the President a reauthorization bill.

The Bush Administration continues to threaten to veto any bill sent to the President over \$256 billion.

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.

⁵ "Reopener" provision discussed.



STA MEETING SCHEDULE (For The Calendar Year 2004)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
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
May 26	6:00 p.m.	Special STIA Board Meeting	Suisun City Hall	X
May 27	9:00 a.m.	Arterials, Highways & Freeways Sub-Committee	STA Conference Room	X
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. 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 Jelly Bellies	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 28, 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 April 14, 2004.
- B. Approve Draft TAC Minutes of April 28, 2004.
- C. Approve Minutes of the Special TAC Meeting of April 8, 2004.
- D. Contract Amendment #3: Charles O. Lamoree for Legal Consultant Services.
- E. Countywide Pedestrian Plan (Phases 2 and 3c) Landpeople Contract Amendment.
- F. Sponsorship of Solano EDC Annual Dinner Meeting with the Secretary of Business, Transportation & Housing Agency.
- G. FY 2003/04 Second and Third Quarter Budget Report.
- H. Contract Agreement for STA Annual Audit Services FY 2004-06 - Maze & Associates.
- I. Update to the STA Conflict of Interest Code.
- J. 2005 Transportation Improvement Program (TIP) Submittals for Solano County.



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
April 14, 2004

I. CALL TO ORDER

Chair MacMillan called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Karin MacMillan (Chair)	City of Fairfield
Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Marci Coglianesse	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

MEMBERS

ABSENT:

None

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Charles O. Lamoree	STA-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
Janice Sells	STA-Program Manager/Analyst
Anna McLaughlin	STA-SNCI Program Manager/Analyst
Robert Guerrero	STA-Associate Planner
Jennifer Tongson	STA-Projects Assistant

ALSO

PRESENT:

Morrie Barr	City of Fairfield
Gary Cullen	City of Suisun City
Mike Segala	City of Suisun City- Member Alternate
Gian Aggarwal	City of Vacaville
Mark Akaba	City of Vallejo
Pam Belchamber	City of Vallejo
John Vasquez	Board of Supervisors- Member Alternate
Bob Healy	California Highway Patrol
Bernice Kaylin	League of Women Voters – Solano County
Doug Kimsey	MTC

III. APPROVAL OF AGENDA

On a motion by Member Silva, and a second by Member Spering, the STA Board approved the agenda with the addition of Supplemental Item VII.G, a correcting entry for Resolution 2004-03 (Agenda Item VII.H) and opening of a Public Hearing – (Development of Track 1 and Big Tent Projects for Transportation 2030) from April 14, 2004 through May 12, 2004.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Congressional Representatives reward STA Efforts in Washington D.C.
- Miller and Tauscher Confirm as Keynote Speakers for Groundbreaking for I-80/680 Auxiliary Lanes Project.
- Public Hearing for Solano County's Submittal for MTC's T-2030 Plan.
- MTC to Call for RM 2 Project Submittals.
- MTC and STA Board Actions in April Would Fund Solano County's Top Two Transportation Projects Ready for Construction.
- Legislative Proposals to Modify MTC Board
- Information Presentation on How the STA Competes Regionally.
- Highway Subcommittee Members Take Cordelia Truck Scales Tour.
- SNCI to Kick Off Bike to Work Week.

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans: None presented.

B. MTC:

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

Doug Kimsey, MTC, provided a summary of the Transportation 2030 plan including: plan overview, shares between committed and uncommitted revenues, regional investment recommendations, potential new revenue, public outreach, and next steps.

Board Comments:

Member Coglianese questioned the balancing of equities between urban areas and growth areas.

Doug Kimsey discussed regional priority guidelines and responded that the balance between rehabilitation and expansion targets this issue.

C. STA Report

1. Presentation on How STA Competes for funding.

Daryl Halls provided a presentation that reviewed the competitive environment for funding priority projects, discussed funding and local agency priorities and summarized the "Keys to Success".

2. Anna McLaughlin reviewed Bike to Work Week events and sponsorships.

VII. CONSENT CALENDAR

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

A. STA Board Minutes of March 10 2004

Recommendation: Approve STA Board minutes of March 10, 2004.

B. Approve Draft TAC Minutes of March 31, 2004

Recommendation: Receive and file.

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

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

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

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.

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

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

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.

G. Consultant Services for Development of the County Transportation Expenditure Plan

Recommendation: Approve the following:

1. 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.
2. Authorize the Executive Director to enter into a contract with Smith, Watts & Company for the design, printing and mailing of a Countywide Informational Brochure for an amount not to exceed \$55,000.

H. Proposed STA Administrative Investment Policy

Recommendation: Approve the resolution 2004-03 adopting STA's Investment Policy consistent with Attachment A – the Investment Policy for the City of Vacaville.

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.

The Public Hearing was opened and continued until May 12, 2004.

By consensus, the STA Board agreed to release the draft list of Track 1 and ITIP Projects, with the recommendation of cities and county public works staff, for 30-day review and comments.

B. 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). He noted these projects need to be programmed and obligated prior to September 30, 2004.

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.

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

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

Mike Duncan presented the proposed reprogramming of the 2004 STIP for Solano County and noted that due to the I-80/Leisure Town Road Overcrossing and Interchange project being identified for federal funding through MTC's STIP Backfill program, \$4.65M in STIP is eligible to be reprogrammed. He further commented that funding of Dixon's Intermodal Station with ECMAQ funds provided \$400,000 in STIP funds to reprogram. He reviewed staff's recommendation to reprogram \$3.55M to remaining segments of the Jepson Parkway and \$1.5 M for the I-80 Westbound HOV Lane Extension from the Carquinez Bridge to SR 29, the highest priority project from the I-80/I-680/I-780 Corridor Study.

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.

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

IX. ACTION ITEMS: NON-FINANCIAL

A. Legislative Update – April 2004

Janice Sells provided an update on five bills pertaining to two specific topics. She noted that two bills proposed an increase in the state fee on gas to provide new revenue for transportation and she noted the constitutional amendments that would limit the State Legislature's authority to divert Proposition 42 transportation funds to the State General Fund.

Recommendation:

Adopt the following positions:

- AB2847 – Support
- SB 1614 – Support
- ACA 21 – Support
- ACA 24 – Support
- ACA 29 - Support

On a motion by Member Sperring, and a second by Member Augustine, the STA Board unanimously approved the staff recommendations of support for ACA 21, ACA 24 and ACA 29 and a modified recommendation of watch for AB 2847 and SB 1614.

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

Daryl Halls summarized the passage of RM2 funding for Solano County projects and the next steps to occur before the funding allocation process can be finalized. He outlined the application process developed by MTC that will be provided to project sponsors. He also noted the differences for securing capital project funding from operational project funding.

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.

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

X. INFORMATION ITEMS

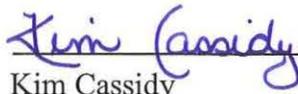
- A. Use of STP/CMAQ Second Cycle Funding as STIP Backfull**
- B. Cordelia Truck Scales Relocation Study - Update**
- C. Local Streets and Roads Update**
- D. Bike to Work Campaign Update**
- E. Funding Opportunities Summary**

XI. BOARD MEMBER COMMENTS

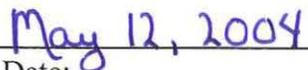
Chair MacMillan submitted a letter from Robert Powel for review and comment.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:30 p.m. The next regular meeting of the STA Board is scheduled for May 12, 2004, 6:00 p.m. at Suisun City Hall Council Chambers.



Kim Cassidy
Clerk of the Board



Date:



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
April 28, 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
Charlie Beck	City of Fairfield
Robert Meleg	City of Rio Vista
Dale Pfeiffer	City of Vacaville
Pam Belchamber	City of Vallejo
Paul Wiese	County of Solano

Others Present:

Morrie Barr	City of Fairfield
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
Sam Shelton	STA
Jennifer Tongson	STA
Johanna Masielat	STA
Cameron Oakes	Caltrans

II. APPROVAL OF AGENDA

On a motion by Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously approved the agenda with the exception of a correction made to Agenda Item VI.E, Recommendation Item# 1, requesting to approve \$195,000 instead of \$1955,000 for Solano Napa Commuter Information Ridesharing.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

CALTRANS: Cameron Oakes announced the Pedestrian Plan Community Based Transportation Planning Grant contract extension to be ready this week.

MTC: None presented.

STA: Robert Guerrero announced an upcoming workshop scheduled on May 18, 2004 for the Regional Transportation Funds for Clean Air (TFCA) Program.

In addition, Robert also announced that he would be contacting the TAC members in the next several days to schedule a meeting to discuss each of their TLC candidate projects and to further discuss the Countywide TLC program.

Sam Shelton provided additional funding opportunity information for the FTA 5311 (f) Intercity Bus Program.

V. CONSENT CALENDAR

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

Recommendation:

- A. Minutes of the TAC Meeting of March 31, 2004
- B. Minutes of the Special TAC Meeting of April 8, 2004
- C. STA Board Meeting Highlights – Pg. 10
April 14, 2004
- D. STIA Board Meeting Highlights – Pg. 14
April 14, 2004
- E. Funding Opportunities Summary
- F. Updated STA Meeting Schedule for 2004

G. Countywide Pedestrian Plan (Phase 2 and 3)

Landpeople Contract Amendment

Recommendation:

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

1. Authorize the Executive Director to amend Landpeople's Countywide Pedestrian/ Trails Plan Phase 2 contract agreement to include \$3,444 in additional funding acquired from the remaining Kleinfelder fund balance and extend the Phases 2 and 3b completion dates to June 30, 2004.
2. Authorize the Executive Director to amend Landpeople's Countywide Pedestrian Plan (Phase 3c) contract agreement to extend the project deadline from June 30, 2004 to September 30, 2004, subject to written grant extension approval from Caltrans.

VI. ACTION ITEMS

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

Dan Christians reviewed the two modifications recommended by STA staff based on comments from the STA Board regarding the Draft Track 1 and ITIP list of projects. They are: 1) Increase the Countywide TLC Program; 2) Increase the funding recommended for SR 12 (east) operational and safety improvements \$2 million to \$10 million.

Dan Christians informed the TAC that the members of the Intercity Transit Consortium is requesting a summary of under funded needs by mode.

Recommendation:

Forward the Draft Track 1 and ITIP list for T-2030 to the STA Board for approval with amendments as specified in Attachment A.

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

B. **Implementation of Regional Measure 2 (RM 2)**

Mike Duncan explained the funding process and deadlines of various transportation projects/programs eligible for RM2 funding in Solano County.

In addition, Dan Schiada requested to add Benicia with Vallejo under the Regional Express Bus North Pool (\$3.4 m/yr.) to the matrix provided.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County RM 2 Project Funding Proposal as specified in Attachment A.

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

C. Status of Unmet Transit Needs Process for FY04/05

Elizabeth Richards provided an update on minor changes made to the FY04/05 Issues and Responses Table.

Recommendation:

Recommend to the STA Board approval of the following:

1. Responses to the Unmet Transit Needs Hearing for FY04/05.
2. Authorize the Executive Director to forward the coordinated Unmet Transit Needs response for FY04/05 to MTC.

On a motion by Pam Belchamber, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

D. Legislative Update – April 2004

Janice Sells provided an update on April's legislative report covering Public Agency Liability and the representation on the governing board of the Metropolitan Transportation Commission (MTC). Staff pulled the recommendation on AB 2741 and AB 2908 because the bills had been pulled by the sponsors.

Recommendation:

Forward a recommendation to the STA Board for the following:

1. AB 2737 - Support
2. AB 2741 – Watch
AB 2908 - Watch

On a motion by Paul Wiese, and a second by Charlie Beck, the STA TAC approved the recommendation for AB 2737.

E. FY 2004-05 Solano County BAAQMD TFCA Program

Robert Guerrero summarized the distribution process of the Solano County TFCA funding for FY2004-05

Recommendation:

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

1. Approve \$25,000 for Route 30 and \$195,000 for Solano Napa Commuter Information's ridesharing activities in TFCA 40% Program Manager Funds for FY 2004-05.
2. Adopt a resolution authorizing the Solano County TFCA 40% Program Manager application to BAAQMD.

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

VII. INFORMATION ITEMS

- A. County Transportation Expenditure Plan Update**
Daryl Halls highlighted the implementation process for development of the expenditure plan. He outlined the proposed timeline, public input process and meeting schedule for the Citizen's Advisory Committee (CAC) and eight separate community meetings scheduled in April and May.
- B. Status Report on Solano Comprehensive Transportation Plan**
Dan Christians provided an update on the development of a preliminary draft CTP. He also announced upcoming committee meetings currently scheduled in May and June to review the status of various studies and projects that will be incorporated into the updated CTP.
- C. CMP Consistency Review of Recently Submitted Development Projects**
Dan Christians reviewed the development of projects in Dixon, Rio Vista, Vacaville, Fairfield, and Vallejo for CMP status and consistency undergoing various stages of general plan amendment and/or environmental study.
- D. Regional Measure 2 (RM 2) Impact on FasTrak**
Elizabeth Richards outlined the proposed temporary bridge toll discount offered by Bay Area Toll Authority (BATA) and the proposed plan by MTC to add FasTrak dedicated toll lanes on all State-owned bridges except the Antioch and the Carquinez bridges.
- E. Benicia-Martinez Bridge Update**
Mike Duncan provided an update on decreased project contingency funds, contract change orders, and other construction problems impacting the costs and project completion to the new span of the Benicia-Martinez Bridge under construction by Caltrans.
- F. FY 2004-05 TDA Distribution for Solano County**
Mike Duncan reviewed the TDA estimates from MTC, funds available for allocations, and outstanding claims listed in the TDA Article 4/8 for FY2004-05 spreadsheet.
- G. 2005 Transportation Improvement Program (TIP) Submittals for Solano County**
Jennifer Tongson requested project sponsors to submit their updates to the STA no later than Monday, April 26, 2004 in order to meet MTC's deadline of Friday, April 30, 2004.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 2:50 p.m.. The next regular meeting of the STA TAC is scheduled for Wednesday, May 26, 2004 at 1:30 p.m..



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
April 8, 2004

I. CALL TO ORDER

The Special Meeting of the Technical Advisory Committee was called to order at approximately 2:05 p.m. in the Solano Transportation Authority's Conference Room.

TAC Members

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

Others Present:	Gian Aggarwal	City of Vacaville
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Daryl Halls	STA
	Dan Christians	STA
	Mike Duncan	STA
	Robert Guerrero	STA
	Jennifer Tongson	STA

II. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

III. ACTION ITEMS

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

Mike Duncan presented the proposed reprogramming of the 2004 STIP for Solano County and he noted that due to the I-80/Leisure Town Road

Overcrossing and Interchange project being identified for federal funding through MTC's STIP Backfill program, \$4.65M in STIP is eligible to be reprogrammed. He also commented that funding of the Dixon Intermodal Station with ECMAQ funds provided \$400,000 in STIP funds to reprogram. He described staff's recommended reprogramming that included \$3.55M to other segments of the Jepson Parkway and \$1.5M for the I-80 Westbound HOV Lane Extension from the Carquinez Bridge to SR 29, the highest priority project from the I-80/I-680/I-780 Corridor Study.

Recommendations:

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.

On a motion by Dale Pfeiffer, and a second by Gary Cullen, the TAC members present unanimously approved the recommendations.

B. Discussion on T-2030 Track 1 and ITP Projects

Dan Christians presented the T-2030 funding opportunities for Solano County and the proposed projects for including in the 25-year Regional Transportation Plan. He also presented a potential range of funds for the projects.

Dale Pfeiffer proposed additional funding for the rehabilitation of non-MTS streets and roads and additional funding for Mid-Term projects identified in the I-80/I-680/I-780 Corridor Study. To fund these proposed increases, he proposed minor reductions for the County TLC Program, Phases 3-4 of the I-80/I-680/SR 12 Interchange project, and the Vallejo Ferry Maintenance Facility. At the request of Mark Akaba, the reduction of funding for the Vallejo Ferry Maintenance Facility was conditioned on verification that the project was already fully funded.

Recommendations:

Forward the following recommendation to the STA Board:

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

On a motion by Charlie Beck, and a second by Dan Schiada, the TAC members unanimously approved the recommendation, as amended by Dale Pfeiffer.

IV. INFORMATION ITEMS

A. Third Quarter TDA/STAF Revised Claim for STA

Mike Duncan presented the revised TDA and STAF claim for STA. He noted the revised claim provides for the full amount of TDA or STAF funds previously approved by the STA Board and does not increase these amounts. The initial FY 2003-04 claim requested only a portion of the approved funds.

V. ADJOURNMENT

The meeting was adjourned at approximately 3:10 p.m. The next regularly scheduled meeting of the STA TAC is scheduled for April 28, 2004 at 1:30 p.m.



DATE: May 3, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Amendment #3: Charles O. Lamoree
for Legal Consultant Services

Background:

Chuck Lamoree has served as the STA's Legal Counsel since 1996, the year the STA separated from the County of Solano and became a separately staffed agency. Initially, he served in this role while serving as the City Attorney for the City of Vacaville. In June of 2002, Chuck Lamoree retired as Vacaville's City Attorney and on June 12, 2002, the STA Board retained Mr. Lamoree as the STA's Legal Counsel through a consultant services contract. This contract was approved for FY 2002/03, for an amount not to exceed \$80,000, with an option for a one-year renewal. In addition to Mr. Lamoree, the STA has maintained a provision in the Administrative Services contract with Vacaville to provide on-call legal services in the event that Mr. Lamoree is on vacation or is ill. Periodically, the STA has retained the law firm of Liebert, Cassidy & Whitmore for specialized legal services pertaining to employer/employee matters.

Discussion:

Over the past five years, the STA's legal services workload has increased significantly as the volume and range of the agency's priority projects has increased. The contractual arrangement with Charles O. Lamoree has provided the STA with dedicated, experienced and quality legal services an average of one day per week. This arrangement has worked well and helps ensure that the agency proactively develops, reviews and processes legal documents and agreements on a timely basis.

Mr. Lamoree's experience, expertise and familiarity with the STA's legal issues has served the STA well this past fiscal year. Staff recommends extending the contract with Charles O. Lamoree for legal services for FY 2004/05 for an amount not to exceed \$90,000.

Fiscal Impact:

The fiscal impact for this legal consultant services contract is \$80,000. This amount of funding has been budgeted for in the services section of the STA's FY 2004/05 operating budget.

Recommendation:

Authorize the Executive Director to extend the Consultant Services Contract with Charles O. Lamoree to provide Legal Services for the STA for FY 2004/05 for an amount not to exceed \$80,000.



DATE: May 3, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Countywide Pedestrian Plan (Phases 2 and 3c) Landpeople Contract Amendment

Background:

In January 2002, the STA received a State Transportation Enhancements Activities (TEA) grant for \$100,000 to prepare a feasibility study for the Vallejo Bay Trail along the north side of the Carquinez Strait in Vallejo extending towards the eastern section of I-80 near the Carquinez Bridge. The Vallejo Bay Trail Feasibility Study is Phase 2 of the STA's Countywide Pedestrian Plan. This trail segment is an important Bay Trail *and* Ridge Trail link further connecting Vallejo to Benicia State Park. Both Bay and Ridge Trail projects encompass hundreds of miles of regional trails around the entire nine Bay Area Counties.

Landpeople is the principle consultant on the Bay Trail feasibility study with Kleinfelder engineering services as a subconsultant on the project. The formal Phase 2 contract agreement with the STA included a budget of \$85,000 for Landpeople and \$15,000 for Kleinfelder to complete the project by April 30, 2004.

Landpeople is also the primary consultant for the remaining phases of the Countywide Pedestrian Plan (Phase 3b and Phase 3c). Phase 3b is funded with a grant from the Bay Trail Program to develop a more detailed analysis of the Bay Trail alignment in Solano County. Phase 3c is funded with a Community Based Transportation Grant to develop a pedestrian plan focusing on urban pedestrian oriented facilities. Phase 3c will investigate countywide pedestrian needs for linkages to schools, popular retail centers, transit facilities, and other pedestrian activity areas. Both phases are follow up phases to work completed as part of County Pedestrian Plan (Phase 1) completed in 2002.

Discussion:

Landpeople and Kleinfelder have nearly completed the Vallejo Bay Trail Connector Project (Countywide Pedestrian Plan Phase 2). Services from Kleinfelder have been completed under budget with a remaining balance of \$3,444. Landpeople's current budget is nearly exhausted (less than \$500 remaining); however, one task remains exclusive of any final printing and editing costs. The final task involves working with the City of Vallejo to submit a grant to the Bay Area Ridge Trail Program to complete environmental documents and begin construction of this Vallejo Bay Trail segment. STA staff proposes to amend Landpeople's contract to include the remaining balance of \$3,444 from Kleinfelder to complete this final Phase 2 work by June 30, 2004.

STA staff also proposes to amend Landpeople's Phases 3b and 3c agreements to extend the project deadline from April 30, 2004 to June 30, 2004 and June 30, 2004 to September 30, 2004, respectively (see Attachment A). The project extension will allow additional time for the newly formed Pedestrian Advisory Committee and STA member agencies to provide input on the development of both phases and to complete the Countywide Pedestrian Plan. STA staff's proposal to amend Landpeople's Phases 3b and 3c will not involve any additional funds. Staff has submitted a written request for a grant extension for the Community Based Transportation Grant to Caltrans. Caltrans staff indicated a formal approval letter will be forthcoming.

Fiscal Impact:

None to the STA General Fund. Proposed amendment to Landpeople's Phase 2 contract agreement includes \$3,444 from the 2002 State TEA Grant previously allocated to Kleinfelder (subconsultant to Landpeople).

Recommendation:

Approve the following:

1. Authorize the Executive Director to amend Landpeople's Countywide Pedestrian/ Trails Plan Phase 2 contract agreement to include \$3,444 in additional funding acquired from the remaining Kleinfelder fund balance and extend Phases 2 and 3b completion date to June 30, 2004.
2. Authorize the Executive Director to amend Landpeople's Countywide Pedestrian Plan (Phase 3c) contract agreement to extend the project deadline from June 30, 2004 to September 30, 2004, subject to written grant extension approval from Caltrans.

Attachment

A. Countywide Pedestrian Plan Status and Proposed Revised Deadlines

Countywide Pedestrian Plan- Landpeople Contract Agreement Current Status

Phase	Description	Status	Current Deadline	<i>Recommended Contract Extension Deadline</i>
Phase 1- Countywide Pedestrian Plan/ Trails Plan	Phase 1 focused on countywide regional trails in Solano County such as Bay Trail and Ridge Trail.	Complete	Complete	--
Phase 2 - Vallejo Bay Trail/ Ridge Trail Connector Project	Feasibility Study for a pedestrian trail connection as part of the Bay and Ridge Trail segment along the Carquinez Strait between Vallejo's Glen Cove Development to Hwy 29/ Sonoma Blvd. Exit off I-80.	Pending Final Task Completion	4/30/04	6/30/04
Phase 3a - Transportation Land Use Toolkit	Pedestrian oriented development guide for land use development.	Complete	Complete	--
Phase 3b- Bay Trail Focus Element of the Countywide Pedestrian Plan	A more detailed analysis to the Bay Trail network in Solano County which builds upon prior work completed in Phase 1.	Pending review from the Bay Coastal Conservancy	4/30/04	6/30/04
Phase 3c- Countywide Pedestrian Plan	Final phase of the Countywide Pedestrian Plan focusing on more urbanized pedestrian facilities.	Draft plan is being developed for review by the STA's Pedestrian Advisory Committee and STA's member agencies	5/30/04	9/30/04

37



DATE: May 3, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Sponsorship of Solano EDC Annual Dinner Meeting with the Secretary of the Business, Transportation & Housing Agency

Background:

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County's economic vitality and climate, and attracting and retaining major employers. Many of the county's major employers and the seven cities and Solano County are members. Last year, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its effort to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998 and Measure E in 2002 and has hosted a county forum devoted to transportation with the emphasis placed on the STA's priority projects and critical issues. STA Board Member Jim Spering and the Executive Director represent the STA on the Board of Directors for Solano EDC.

Discussion:

On May 20, 2004, Solano EDC will be hosting its "2004 Annual Dinner of the Solano EDC" with Sunne Wright McPeak, the new Secretary for the Business, Transportation & Housing Agency (B,T&H) the featured keynote speaker. The event is scheduled for Thursday, May 20th, at 6:30 p.m., at the Hilton Garden Inn in Fairfield. Recognizing the importance of B, T & H to the STA and its member agencies, staff recommends the Board consider co-sponsoring this event through the purchase of table reservations for an amount not to exceed \$1,000.

Fiscal Impact:

The fiscal impact would be \$1,000 and can be funded out of the STA's Board expenses section of the Administration budget.

Recommendation:

Approve STA's Co-Sponsorship of Solano EDC's business roundtable meeting on May 20, 2004, with the Secretary for Business, Transportation & Housing, Sunne Wright McPeak, for an amount not to exceed \$1,000.



DATE: April 29, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: FY 2003/04 Second and Third Quarter Budget Report

Background:

In December 2003, the STA Board approved the mid-year revision to the adopted FY 2003-04 STA budget. The revised budget was reformatted to conform to the structure of the accounting system, and accounting reports can be easily summarized to show budget vs. actual amounts for revenues and expenditures. This information has been compiled and is presented as the FY 2003-04 third quarter financial report.

Discussion:

The FY 2003-04 third quarter financial report is shown in Attachment A. This report accounts for revenues and expenditures for the period from July 1, 2003 through March 31, 2004. At this time, the expenditures for the current year are tracking within the available revenues.

With the transition to a new account code structure in FY 2003-04, a number of accounting reclassifications have been needed to accurately reflect actual revenues and expenditures. Some of the corrections have not yet been recorded in the accounting system, and will be reflected in the fourth quarter report. For example, certain salaries and benefits were included in the Strategic Planning department's management and administration expenditure line item but should be shown in the Project Development department and Operations/Administration department line items. As currently reported, the Strategic Planning department's management and expenditure line item (primarily salaries and benefits) indicates that 83% of the budgeted amount has been spent through the third quarter of the year. At this point in the year, staff would expect the department to have spent approximately 75% of the budgeted amount. With the correction staff is making, Strategic Planning management and administration expenditures will be more in line with the budgeted amounts.

Most projects within the STA budget are funded with grants on a reimbursement basis. Expenditures are made and reimbursement requests to the funding agencies are processed. Revenue is received after the requests are processed, causing a lag between expenditure and receipt of revenue. STIP, STP, PCR, and TCRP are examples of revenues that are received on a reimbursement basis. This lag is reflected in the third quarter report.

Recommendation:

Receive and file.

Attachments

- A. Third Quarter FY 2003-04 Financial Report

STA QUARTERLY FINANCIAL REPORT
Third Quarter FY 2003-04 (75% of Year Complete)
July 1, 2003 - March 31, 2004

REVENUES				
Operations	FY 03-04 Adopted	Received YTD	%	
Gas Tax (Reserve Account)	\$50,000	\$50,000	100%	
Interest	\$0	\$26,898	na	
STP	\$615,343	\$196,098	32%	
Gas Tax	\$237,427	\$237,427	100%	
YSAQMD	\$52,000	\$15,000	29%	
STIP	\$303,723	\$62,040	20%	
TCRP 25.2	\$35,500	\$11,093	31%	
DMV/AVA	\$5,000	\$0	0%	
STIP-TAP	\$40,600	\$0	0%	
TCRP 25.3	\$30,400	\$14,840	49%	
PCRP	\$3,500	\$3,501	100%	
TCI	\$339,929	\$339,929	100%	
Trails	\$60,000	\$0	0%	
TDA Art. 4/8	\$464,248	\$386,617	83%	
TDA Art. 3	\$43,081	\$0	0%	
TFCA	\$353,366	\$96,902	27%	
STAF	\$721,956	\$527,936	73%	
LIFT	\$33,000	\$0	0%	
CBO	\$50,000	\$0	0%	
RIDES	\$356,441	\$187,878	53%	
State TEA	\$23,538	\$0	0%	
Sponsors	\$25,000	\$0	0%	
Subtotal	\$3,844,052	\$2,156,159	56%	

TFCA Programs				
Operations	FY 03-04 Adopted	Received YTD	%	
TFCA	\$393,760	\$357,590	91%	
Subtotal	\$393,760	\$357,590	91%	

Abandoned Vehicle Abatement				
Operations	FY 03-04 Adopted	Received YTD	%	
DMV	\$353,671	\$166,524	47%	
Subtotal	\$353,671	\$166,524	47%	

Jepson Parkway				
Operations	FY 03-04 Adopted	Received YTD	%	
STIP	\$220,000	\$92,208	42%	
Demo 1528	\$0	\$0	0%	
Subtotal	\$220,000	\$92,208	42%	

North Connector				
Operations	FY 03-04 Adopted	Received YTD	%	
TCRP 25.2	\$986,800	\$627,938	64%	
Subtotal	\$986,800	\$627,938	64%	

I-80/680/780 Transit Study				
Operations	FY 03-04 Adopted	Received YTD	%	
PCRP	\$223,859	\$60,170	27%	
Subtotal	\$223,859	\$60,170	27%	

I-80/680/780 Corridor Study				
Operations	FY 03-04 Adopted	Received YTD	%	
STP	\$333,800	\$51,364	15%	
SP&R	\$252,940	\$0	0%	
STIP (PPM)	\$32,477	\$32,477	100%	
Subtotal	\$619,217	\$83,841	14%	

I-80/680/12 PA/ED				
Operations	FY 03-04 Adopted	Received YTD	%	
TCRP 25.3	\$1,860,500	\$284,900	15%	
Subtotal	\$1,860,500	\$284,900	15%	

TOTAL, ALL REVENUE	\$9,501,859	\$3,828,330	45%	
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EXPENDITURES				
Operations	FY 03-04 Adopted	Spent YTD	%	
Operations Management/Administration	\$953,860	\$508,497	53%	
STA Board of Directors	\$44,600	\$21,804	49%	
Expenditure Plan	\$200,000	\$15,069	8%	
Contributions to STA Reserve Account	\$50,000	\$50,000	100%	
Subtotal	\$1,248,460	\$595,371	48%	

SNCI				
Operations	FY 03-04 Adopted	Spent YTD	%	
SNCI Management/Administration	\$389,909	\$260,853	67%	
Employer/Van Pool Outreach	\$10,000	\$5,532	55%	
SNCI General Marketing	\$72,841	\$19,218	26%	
Fall Campaign	\$20,000	\$1,912	10%	
Bike to Work Campaign	\$10,000	\$0	0%	
BikeLinks Maps	\$13,000	\$1,650	13%	
Incentives	\$60,000	\$6,047	10%	
Specialized City Services	\$10,000	\$60	1%	
Guaranteed Ride Home Program	\$10,000	\$101	1%	
Transit Management Administration	\$0	\$0	0%	
Rio Vista Van Pool Program	\$33,000	\$790	2%	
Community Based Transit Study	\$39,285	\$5,158	13%	
Local Transit Studies	\$154,956	\$13,387	9%	
Subtotal	\$822,991	\$314,709	38%	

Project Development				
Operations	FY 03-04 Adopted	Spent YTD	%	
Project Management/Administration	\$63,012	\$43,917	70%	
STIP Project Monitoring	\$40,600	\$14,579	36%	
Traffic Safety Plan Update	\$5,000	\$0	0%	
Union St./Main St. Feasibility Study	\$10,000	\$0	0%	
Regional Impact Fee Feasibility Study	\$0	\$0	0%	
SR 113 MIS/Corridor Study	\$0	\$0	0%	
SR 12 Bridge Study	\$0	\$0	0%	
Jepson Parkway EIR	\$220,000	\$113,819	52%	
North Connector PA/ED	\$986,800	\$475,361	48%	
I-80/680/780 Corridor Transit Study	\$223,859	\$210,806	94%	
I-80/680/780 Corridor Study (Seg. 2-5)	\$252,940	\$105,577	42%	
I-80/680/780 Corridor MIS	\$366,277	\$78,558	21%	
I-80/680/12 Interchange PA/ED	\$1,860,500	\$392,399	21%	
Subtotal	\$4,028,988	\$1,435,017	36%	

Strategic Planning				
Operations	FY 03-04 Adopted	Spent YTD	%	
Planning Management/Administration	\$239,653	\$198,832	83%	
SolanoLinks Marketing	\$55,000	\$0	0%	
General Marketing	\$55,000	\$13,613	25%	
Events	\$37,000	\$10,369	28%	
Model Development/Maintenance	\$283,723	\$107,609	38%	
Solano County TLC Program	\$65,000	\$31,820	49%	
Comprehensive Transportation Plan	\$25,000	\$12,420	50%	
Countywide Pedestrian/Trails Plan	\$91,538	\$78,577	86%	
Countywide Bicycle Plan	\$35,081	\$28,751	82%	
2001-02 Bike Route Signs	\$5,000	\$0	0%	
Senior and Disabled Transit Study	\$90,000	\$59,505	66%	
Transit Consolidation Feasibility Study	\$0	\$0	0%	
Dixon/Auburn Rail Study	\$10,000	\$2,362	24%	
Oakland/Auburn Commuter Rail Study	\$25,000	\$0	0%	
FFAVV Rail Station Design	\$60,000	\$1,379	2%	
Route 30	\$237,065	\$175,000	74%	
Suisun Amtrak Lot	\$339,929	\$0	0%	
TFCA Programs	\$393,760	\$236,607	60%	
DMV Abandoned Vehicle Abatement	\$353,671	\$147,016	42%	
Subtotal	\$2,401,420	\$1,103,860	46%	

TOTAL, ALL EXPENDITURES	\$9,501,859	\$3,448,956	41%	
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DATE: May 3, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Agreement for STA Annual Audit Services for
FY 2004-06 - Maze & Associates

Background:

On May 12, 1999, the STA Board authorized the Executive Director to sign a three-year contract, with two additional optional years, for auditing services with the firm of Caporicci & Larson. Subsequently, this firm has prepared the STA's annual audits for Fiscal Years 1998/99, 1999/2000, 2000/01 and 2001/02, and is in the process of completing the annual audit for 2002/03. The term for the current agreement with Caporicci & Larson for the provision of auditing services is scheduled to expire on June 30, 2004. In conjunction with the annual audit for FY 2001/02 and in partnership with the City of Vacaville accounting staff, STA staff retained a separate accounting consultant, Kevin Harper, to perform an internal evaluation of the STA's financial and accounting system and procedures. Based on this independent analysis, staff developed a detailed Management Implementation Plan for STA's Financial and Accounting System. An update of this plan will be provided to the Board this month.

Discussion:

On January 30, 2004, staff issued a request for proposals (RFP) to six accounting firms to perform auditing services for the STA beginning with the annual audit of FY 2003/04. A total of three firms responded to the RFP (Maze & Associates, Macias, Gini & Company, and Moss, Levy & Hartzheim). A selection panel (Kim Cassidy, Mike Duncan and Nancy Whelan) reviewed the proposals of the respondents. Based on the strengths of the RFP and the recommended firm's qualifications and relevant experience, the panel recommended the firm of Maze and Associates. Staff recommends the STA Board authorize the Executive Director to enter into an agreement with Maze and Associates for auditing services for a three year contract beginning on July 1, 2004, with the option for two (2) one year extensions, for an amount not to exceed \$ \$13,000 per year.

Fiscal Impact:

The estimated fiscal impact for the contract for FY 2004/05 is \$13,000 and has been included as part of the Services section of the STA's FY 2004/05 budget. The costs for the contract are anticipated to slightly decrease in subsequent years as the consultant becomes more familiar with the STA's budget, accounting processes and data.

Recommendation:

Authorize the Executive Director to enter into an agreement with Maze & Associates for annual auditing services for a three-year period beginning on July 1, 2004, with an option for two (2) one-year extensions, for an amount not to exceed \$13,000 per year.

Attachments:

- A. Scope of Work for Auditing Services
- B. Qualifications of Maze and Associates

CREATIVE/EXPANDED SERVICES (Continued)

Our proposed Time Line follows:

March-April:

Final Award, execute contract, scoping meeting
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June 30 (Interim work can be performed anytime from June to July):

Entrance conference
Complete interim audit tests
Review GFOA comments, if available
Review prior year draft financial statement formats and disclosures for suggestions to update
Update your Annual Closing Checklist
Prepare Accounting Issues Memorandum
Prepare draft recommendations
Interim exit conference

August – September 30:

Authority closes books, completes preparation of data on Annual Closing Checklist and draft reports

October 1-8:

We review reconciliations and Closing Checklist information
We complete review of draft financial statements.
We perform Partner Level Analytical Review of draft financial statements and email questions to city.
Authority answers email Analytical Review questions.
We refine audit scope based on answers to Analytical Review questions.

October 11-22:

Final phase entrance conference, start of year-end field-work in the Authority's office
Finalize answers to Analytical Review questions.
Complete Fund-level year-end audit tests and Entity-wide financial statements
Finalize all draft financial statements, Memo on Internal Control and recommendations
Authority drafts Management's Discussion & Analysis for Authority, and RDA
We receive comments and changes from Authority and meet to agree on final amounts and wording
We issue final reports and recommendations for all entities
We perform limited procedures on M D & A

November 1:

Issue all opinions in final form

SOLANO TRANSPORTATION AUTHORITY
 SCHEDULE OF PROFESSIONAL FEES AND EXPENSES
 FOR THE AUDITS OF THE FINANCIAL STATEMENTS FOR THE YEARS ENDED JUNE 30:

	Hours	Hourly Rates	Totals		
			2004	2005	2006
Basic Financial Report:					
Partners	8.00	\$295	\$2,360	\$2,410	\$2,461
Director	8.00	145	1,160	1,184	1,209
Supervisor	32.00	95	3,040	3,104	3,169
Staff	41.00	75	3,075	3,140	3,206
Administrative Staff	2.00	60	120	123	126
Total Basic Financial Report			9,755	9,961	10,171
Price reduction if we are also selected as auditors for the City of Vacaville (3)			(1,463)	(1,494)	(1,526)
Net Basic Financial Report, including impacts from also auditing the City			8,292	8,467	8,645
Additional Services/Reports:					
GASB 34 Implementation	15.00		1,825		
Single Audit (1 Program)	30.50		2,558	2,612	2,666
Transportation Development Act	9.50		1,023	1,044	1,065
Out-of-pocket expenses (1)					
Total all-inclusive maximum price, including impacts from also auditing the City	55.00		13,698	12,123	12,376

NOTES:

- (1) Out-of-pocket expenses are included in our standard hourly rate.
- (2) Our policy is to attempt to keep our clients fees constant after inflation. Therefore, the fees for years subsequent to 2004 have been adjusted for the 2003 CPI increase of 2.1% for the Services Sector of the U.S. Department of Labor, Bureau of Labor Statistics for the San Francisco-Oakland Area.
- (3) If we are also selected as auditors for the City of Vacaville, we will spread our control and systems tests to include the City. This will result in a 15% reduction in the maximum prices for both City's engagement and the Authority's.

SOLANO TRANSPORTATION AUTHORITY
 SCHEDULE OF PROFESSIONAL FEES AND EXPENSES
 SUPPORTING SCHEDULE FOR THE
 GASB 34 Implementation

	<u>Hours</u>	<u>Hourly Rates</u>	<u>2004</u>
Partners	1.00	\$295	\$295
Director	4.00	145	580
Supervisor	<u>10.00</u>	95	<u>950</u>
Total for this Report	<u>15.00</u>		<u>\$1,825</u>

SOLANO TRANSPORTATION AUTHORITY
 SCHEDULE OF PROFESSIONAL FEES AND EXPENSES
 SUPPORTING SCHEDULE FOR THE
 Single Audit (1 Program)

	<u>Hours</u>	<u>Hourly Rates</u>	<u>Totals</u>		
			<u>2004</u>	<u>2005</u>	<u>2006</u>
Partners	0.50	\$295	\$148	\$151	\$154
Director	2.00	145	290	296	302
Supervisor	4.00	95	380	388	396
Staff	20.00	75	1,500	1,532	1,564
Administrative Staff	<u>4.00</u>	60	<u>240</u>	<u>245</u>	<u>250</u>
Total price for this Report	<u>30.50</u>		<u>\$2,558</u>	<u>\$2,612</u>	<u>\$2,666</u>

MAZE & ASSOCIATES

February 27, 2004

Heather Solaro
Accounting Supervisor
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

ACCOUNTANCY CORPORATION
1931 San Miguel Drive - Suite 100
Walnut Creek, California 94596
(925) 930-0902 • FAX (925) 930-0135
E-Mail: maze@mazeassociates.com
Website: www.mazeassociates.com

Dear Heather,

We understand you require an audit of the basic financial statements of the Solano Transportation Authority as of June 30, 2004, 2005 and 2006 and for the years then ended. Our audits will be made in accordance with generally accepted auditing standards, the standards for financial and compliance audits contained in the Standards for Audit of Governmental Organizations, Programs, Activities, and Functions, issued by the U.S. General Accounting Office, the Single Audit Act, and related rules and regulations.

We will test compliance of the Authority's Transportation Development Act Programs.

As part of our audits, we will study and evaluate the internal accounting and administrative control structure and make such tests of transactions and records and perform such other auditing procedures as we consider necessary to enable us to express our opinion as to whether the financial statements present fairly the financial position and results of operations of the Authority and the other entities listed above in accordance with generally accepted accounting principles.

We perform our work timely and we will meet or beat all the deadlines in your proposal. We are quite certain we are the best qualified firm to be your independent accountants. We've outlined the reasons below:

- **We are the best-known regional municipal audit firm in Northern California.** Municipal auditing is our main business, accounting for over eighty percent of our revenues. We presently have thirty-five city audit clients, and well over one hundred special districts, authorities and joint powers authorities as clients.
- **We have extensive amounts of compliance auditing experience.** With so many municipalities, compliance auditing is familiar to all our staff. We have twenty-seven professional staff to choose from. All are experienced with federal, state and local compliance audits.
- **We routinely perform transportation related compliance work.** We have experience with federal requirements gained with our Single Audits. **Our existing client work requires a thorough understanding of generally accepted government audit standards, the OMB Compliance Supplement, and the related OMB Circulars such as A-133, A-87, and A-110.** Our Single Audit work often includes Highway Planning and Construction grants, Federal Transit Administration Operating and Capital programs, and Office of Traffic Safety programs.
- **Our state level compliance experience is also outstanding.** We have prepared audits of State Transportation Improvement Programs, State and Local Partnership Programs, and Transportation Development Act audits. Our Transportation Development Act experience includes Transit (both ferry and fixed route) operators, para-transit operators, curb-cut projects, bike path projects, bicycle master plan studies and trails.

- Our local transportation measure experience includes three counties: San Mateo County Measure A, Alameda County Measure B and Measure B 2000, and Contra Costa County Measure C. **We perform fifteen local transportation measure audits on average each year.**
- All our people have high levels of training and experience. In the past four years, everyone on our staff has averaged approximately **100 hours of training in municipal auditing and accounting and 1500 hours of municipal audit experience each year.** All our people understand how cities work and we bring you the experience we've gained working with other cities.
- Our **Partners are actively involved** in planning, conducting and completing the audit in your offices and our **Partners are available when you need them.** We resolve issues on the spot while the audit is going on.
- **We are constantly innovating.** Personal computers and printers have been integral to our audits for years, and we are now expanding our use of remote inquiry (read only of course) into our client general ledgers and direct data dumps to prepare financial statements. These innovations reduce the impact of the audit on your staff while increasing the time we spend on substantive testing procedures.
- We prepare **Checklists** for you in advance so auditees have time to prepare for the audit prior to our arrival. We have used these Checklists for years--they do away with last-minute requests for schedules and analyses and help identify potential problems early in the process.
- **Our references**—indeed, any of our clients--will confirm we are your best choice.

Most important, **we are in business to help our clients succeed.** We use our professional skills to help you avoid the pitfalls and problems that await the uninformed. As your independent auditors, we are not part of your management team, but we will help you achieve your goal of clear, accurate financial reporting and full disclosure of all material facts and transactions.

We have no doubt that we are the firm best qualified to perform this engagement. After you have analyzed our proposal and - most important - talked with our references, we are quite confident you will agree.

This proposal is our irrevocable offer to provide the services outlined and is valid for 60 days. Cory Biggs and Scott Maze are partners and are authorized to represent, sign for and contractually obligate Maze & Associates, a professional corporation, 1931 San Miguel Drive, Suite 100, Walnut Creek, CA 94596, (925) 930-0902.

We look forward to working with you as your auditors!

Yours very truly,


Cory A. Biggs



DATE: May 5, 2004
TO: STA Board
FROM: Charles O. Lamoree, STA Legal Counsel
RE: Update to the STA Conflict of Interest Code

BACKGROUND:

The Political Reform Act requires that public agencies review their Conflict of Interest Code and determine if it remains accurate or whether it requires amendment. STA's Conflict of Interest Code is in need of revisions and is presented to the Board for consideration and adoption.

DISCUSSION:

STA's Conflict of Interest Code was last updated in 1998. Since that time three things have occurred which need to be reflected in changes to the Conflict Code.

First, there is no standard model for the Code's appendix, which specifies an agency's designated positions (those that involve making or participating in the making of decisions which may have a material effect on any financial interest). Since position titles and duties vary from agency to agency, the appendix for each individual agency is unique and is subject to change as changes occur within the agency. The addition of new positions that fall into that category, as well as reclassification, renaming or deletion of previously designated positions, requires amending the Code. At this time only the STA Board members, Board Alternate members, Executive Director and Legal Counsel are designated for annual FPPC Form 700 filing (the Annual Statement of Economic Interests). It is proposed that key staff positions (Assistant Executive Director/Director of Planning, Director of Projects, Solano Napa Commuter Information (SNCI) Program Director and Administrative Services Director/Clerk of the Board, be added as designated positions along with, in certain defined situations, consultants to the Agency.

In addition, the Code changes would require certain major consultants (those paid more than \$25,000 annually) to also file annual statements unless exempted in writing by the Executive Director.

Second, the disclosure categories established in the previous Conflict of Interest Code have been changed to better define elements of various disclosure categories assigned to the positions that are subject to annual filing of Form 700.

Finally, the Fair Political Practices Commission (FPPC) has promulgated a standard model conflict of interest code (Commission Regulation 18730), which contains all of the

provisions required for an Agency and provides that any changes to those provisions automatically become a part of an Agency's Code, thus enabling a Code to always be up to date and in compliance with State law. Thus, this model code is referenced and incorporated into the proposed STA Conflict of Interest Code.

RECOMMENDATION:

Adopt Resolution 2004-05 revising the Agency's Conflict of Interest Code for designated positions.

Attachment:

A. Resolution 2004-05

SOLANO TRANSPORTATION AUTHORITY

RESOLUTION NO. 2004-05

**RESOLUTION AMENDING AND READOPTING THE
CONFLICT OF INTEREST CODE FOR THE SOLANO TRANSPORTATION
AUTHORITY**

WHEREAS, the Political Reform Act, Government Code Section 81000, et seq., requires state and local government agencies to adopt and promulgate conflict of interest codes; and

WHEREAS, the Solano Transportation Authority has adopted such a conflict of interest code, which was last amended in 1998; and

WHEREAS, changes in duties and responsibilities of certain agency employees necessitate their addition to the designated positions for which annual financial interest filings are required.

NOW, THEREFORE, BE IT RESOLVED that the governing Board of the Solano Transportation Authority hereby approves and adopts the attached Conflict of Interest Code for the Solano Transportation Authority along with:

Exhibit A (the Designated Positions) to add certain staff positions,

Exhibit "B" (the Disclosure Categories) and

Exhibit "C" the provisions of FPPC Regulation 2 California Code of Regulations Section 18730 (the Model Code) which provision is incorporated herein as though set forth in full as now promulgated or as may be amended by the Fair Political Practices Commission after public notice and hearings to conform to amendments in the Political Reform Act.

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 12th day May, 2004, by the following vote:

Karin McMillan, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of May 12, 2004.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of May
2004 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____
Clerk of the Board

**CONFLICT OF INTEREST CODE
FOR THE SOLANO TRANSPORTATION AUTHORITY**

The Political Reform Act, Government Code Section 81000, et seq., requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission has adopted a regulation, 2 Cal. Code of Regs., Section 18730, which contains the terms of a standard conflict of interest code. It can be incorporated by reference and may be amended by the Fair Political Practices Commission after public notice and hearings to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs., Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference (Exhibit "C") and, along with the attached appendices, Exhibit "A" and Exhibit "B," in which positions are designated and disclosure categories are set forth, constitute the Conflict of Interest Code of the Solano Transportation Authority.

Designated employees, board members and officers shall file statements of economic interests with the Agency Clerk, the Agency's filing officer, who will make the statements available for public inspection and reproduction (pursuant to Government Code Section 81008). Upon receipt of the statements of those positions designated in Government Code Section 87200, the City Clerk shall make and retain a copy and forward the original of these statements to the Fair Political Practices Commission. Statements for all other designated positions will be retained by the Agency.

EXHIBIT "A"
DESIGNATED POSITIONS

<u>DESIGNATED POSITION</u>	<u>DISCLOSURE CATEGORIES</u>
<u>Agency Board</u>	
Board Members	1 through 6
Alternate Board Members	1 through 6
<u>Executive Director</u>	
	1 through 6
<u>Legal Counsel</u>	
	1 through 6
<u>Administrative Services Director/ Clerk of the Board</u>	
	1 through 6
<u>Assistant Executive Director/ Director of Planning</u>	
	1 through 6
<u>Director of Projects</u>	
	1 through 6
<u>Solano-Napa Commuter Information (SNCI) Program Director</u>	
	1 through 6
<u>Miscellaneous</u>	
Consultants performing under contracts for more than \$25,000.00 annually. ¹	1 through 6

1 Consultants shall be included in the list of designated employees and shall disclose pursuant to the broadest disclosure category in the Code subject to the following limitation: the Executive Director may determine, in writing, that a particular consultant, although a "designated position," is hired to perform a range of duties that is limited in scope and, thus, is not required to fully comply with the disclosure requirements described in this Code. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code.

EXHIBIT "B"
DISCLOSURE CATEGORIES

Category 1

Persons in this category shall disclose all interests in real property within the jurisdiction. Real property shall be deemed to be within the jurisdiction if it is located within Solano County and would otherwise be required to be disclosed on Form 700. Thus, for purposes of disclosure only (not disqualification), an interest in real property does not include the principal residence of the filer or any other property which the filer utilizes exclusively as the personal residence of the filer.

Category 2

Persons in this category shall disclose all investments. Investment means: Any financial interest in or security issued by a business entity, including but not limited to common stock, preferred stock, rights, warrants, options, debt instruments and any partnership or other ownership interest, if the business entity or any parent, subsidiary or otherwise related business entity has an interest in real property in the jurisdiction, or does business or plans to do business in the jurisdiction, or has done business within the jurisdiction at any time during the two years prior to the time any statement or other action is required under this Code. No asset shall be deemed an investment unless its fair market value exceeds one thousand dollars (\$1,000). The term "investment" does not include a time or demand deposit in a financial institution, shares in a credit union, any insurance policy, or any bond or other debt instrument issued by any government or government agency. Investments of an individual includes a pro rata share of investments of any business entity or trust in which the individual or spouse owns, directly, indirectly or beneficially, a ten percent (10%) interest or greater.

Category 3

Persons in this category shall disclose all income, including loans, aggregating \$250 or more in value during the reporting period, received from any source located or doing business within the jurisdiction or expecting to do business within the jurisdiction. Gifts in excess of the FPPC discloser limit received during the period from any source shall be disclosed. Income received from a public agency need not be disclosed. Income of persons in this category also includes a pro rata share of any income of any business entity located or doing business within the jurisdiction in which the person or spouse owns, directly, indirectly or beneficially, a ten percent (10%) interest or greater.

Category 4

Persons in this category shall disclose all income from and investments in any business that manufactures or sells services and/or supplies of the type annually purchased or utilized by the Solano Transportation Authority and of which the annual purchases by the Authority exceeds \$5,000.

Category 5

Persons in this category shall disclose all investments in and income from all banks, savings and loan associations, insurance companies, investment companies, stockbrokers, title companies, financial consultants, data processing firms or consultants.

Category 6

Persons in this category shall disclose all income from and investments in business entities in the construction or building industry.

EXHIBIT "C"

FPPC MODEL CODE

(The attached version is that in effect on the date of adoption of this Code and is incorporated by reference and automatically updated as amended by the FPPC)

§ 18730. Provisions of Conflict of Interest Codes

(a) Incorporation by reference of the terms of this regulation along with the designation of employees and the formulation of disclosure categories in the Appendix referred to below constitute the adoption and promulgation of a conflict of interest code within the meaning of Government Code section 87300 or the amendment of a conflict of interest code within the meaning of Government Code section 87306 if the terms of this regulation are substituted for terms of a conflict of interest code already in effect. A code so amended or adopted and promulgated requires the reporting of reportable items in a manner substantially equivalent to the requirements of article 2 of chapter 7 of the Political Reform Act, Government Code sections 81000, et seq. The requirements of a conflict of interest code are in addition to other requirements of the Political Reform Act, such as the general prohibition against conflicts of interest contained in Government Code section 87100, and to other state or local laws pertaining to conflicts of interest.

(b) The terms of a conflict of interest code amended or adopted and promulgated pursuant to this regulation are as follows:

(1) Section 1. Definitions.

The definitions contained in the Political Reform Act of 1974, regulations of the Fair Political Practices Commission (2 Cal. Code of Regs. sections 18100, et seq.), and any amendments to the Act or regulations, are incorporated by reference into this conflict of interest code.

(2) Section 2. Designated Employees.

The persons holding positions listed in the Appendix are designated employees. It has been determined that these persons make or participate in the making of decisions which may foreseeably have a material effect on financial interests.

(3) Section 3. Disclosure Categories.

This code does not establish any disclosure obligation for those designated employees who are also specified in Government Code section 87200 if they are designated in this code in that same capacity or if the geographical jurisdiction of this agency is the same as or is wholly included within the jurisdiction in which those persons must report their financial interests pursuant to article 2 of chapter 7 of the Political Reform Act, Government Code sections 87200, et seq.

In addition, this code does not establish any disclosure obligation for any designated employees who are designated in a conflict of interest code for another agency, if all of the following apply:

(A) The geographical jurisdiction of this agency is the same as or is wholly included within the jurisdiction of the other agency;

(B) The disclosure assigned in the code of the other agency is the same as that required under article 2 of chapter 7 of the Political Reform Act, Government Code section 87200; and

(C) The filing officer is the same for both agencies.¹

Such persons are covered by this code for disqualification purposes only. With respect to all other designated employees, the disclosure categories set forth in the Appendix specify which kinds of financial interests are reportable. Such a designated employee shall disclose in his or her statement of economic interests those financial interests he or she has which are of the kind described in the disclosure categories to which he or she is assigned in the Appendix. It has been determined that the financial interests set forth in a designated employee's disclosure categories are the kinds of financial interests which he or she foreseeably can affect materially through the conduct of his or her office.

(4) Section 4. Statements of Economic Interests: Place of Filing.

The code reviewing body shall instruct all designated employees within its code to file statements of economic interests with the agency or with the code reviewing body, as provided by the code reviewing body in the agency's conflict of interest code.²

(5) Section 5. Statements of Economic Interests: Time of Filing.

(A) Initial Statements. All designated employees employed by the agency on the effective date of this code, as originally adopted, promulgated and approved by the code reviewing body, shall file statements within 30 days after the effective date of this code. Thereafter, each person already in a position when it is designated by an amendment to this code shall file an initial statement within 30 days after the effective date of the amendment.

(B) Assuming Office Statements. All persons assuming designated positions after the effective date of this code shall file statements within 30 days after assuming the designated positions, or if subject to State Senate confirmation, 30 days after being nominated or appointed.

(C) Annual Statements. All designated employees shall file statements no later than April 1.

(D) Leaving Office Statements. All persons who leave designated positions shall file statements within 30 days after leaving office.

(5.5) Section 5.5. Statements for Persons Who Resign Prior to Assuming Office.

Any person who resigns within 12 months of initial appointment, or within 30 days of the date of notice provided by the filing officer to file an assuming office statement, is not deemed to have assumed office or left office, provided he or she did not make or participate in the making of, or use his or her position to influence any decision and did not receive or become entitled to receive any form of payment as a result of his or her appointment. Such persons shall not file either an assuming or leaving office statement.

(A) Any person who resigns a position within 30 days of the date of a notice from the filing officer shall do both of the following:

(1) File a written resignation with the appointing power; and

(2) File a written statement with the filing officer declaring under penalty of perjury that during the period between appointment and resignation he or she did not make, participate in the making, or use the position to influence any decision of the agency or receive, or become entitled to receive, any form of payment by virtue of being appointed to the position.

(6) Section 6. Contents of and Period Covered by Statements of Economic Interests.

(A) Contents of Initial Statements.

Initial statements shall disclose any reportable investments, interests in real property and business positions held on the effective date of the code and income received during the 12 months prior to the effective date of the code.

(B) Contents of Assuming Office Statements.

Assuming office statements shall disclose any reportable investments, interests in real property and business positions held on the date of assuming office or, if subject to State Senate confirmation or appointment, on the date of nomination, and income received during the 12 months prior to the date of assuming office or the date of being appointed or nominated, respectively.

(C) Contents of Annual Statements. Annual statements shall disclose any reportable investments, interests in real property, income and business positions held or received during the previous calendar year provided, however, that the period covered by an employee's first annual statement shall begin on the effective date of the code or the date of assuming office whichever is later.

(D) Contents of Leaving Office Statements.

Leaving office statements shall disclose reportable investments, interests in real property, income and business positions held or received during the period between the closing date of the last statement filed and the date of leaving office.

(7) Section 7. Manner of Reporting.

Statements of economic interests shall be made on forms prescribed by the Fair Political Practices Commission and supplied by the agency, and shall contain the following information:

(A) Investment and Real Property Disclosure.

When an investment or an interest in real property³ is required to be reported,⁴ the statement shall contain the following:

1. A statement of the nature of the investment or interest;
2. The name of the business entity in which each investment is held, and a general description of the business activity in which the business entity is engaged;
3. The address or other precise location of the real property;
4. A statement whether the fair market value of the investment or interest in real property exceeds two thousand dollars (\$ 2,000), exceeds ten thousand dollars (\$ 10,000), exceeds one hundred thousand dollars (\$ 100,000), or exceeds one million dollars (\$ 1,000,000).

(B) Personal Income Disclosure. When personal income is required to be reported,⁵ the statement shall contain:

1. The name and address of each source of income aggregating five hundred dollars (\$ 500) or more in value, or fifty dollars (\$ 50) or more in value if the income was a gift, and a general description of the business activity, if any, of each source;
2. A statement whether the aggregate value of income from each source, or in the case of a loan, the highest amount owed to each source, was one thousand dollars (\$ 1,000) or less, greater than one

thousand dollars (\$ 1,000), greater than ten thousand dollars (\$ 10,000), or greater than one hundred thousand dollars (\$ 100,000);

3. A description of the consideration, if any, for which the income was received;

4. In the case of a gift, the name, address and business activity of the donor and any intermediary through which the gift was made; a description of the gift; the amount or value of the gift; and the date on which the gift was received;

5. In the case of a loan, the annual interest rate and the security, if any, given for the loan and the term of the loan.

(C) Business Entity Income Disclosure. When income of a business entity, including income of a sole proprietorship, is required to be reported,⁶ the statement shall contain:

1. The name, address, and a general description of the business activity of the business entity;

2. The name of every person from whom the business entity received payments if the filer's pro rata share of gross receipts from such person was equal to or greater than ten thousand dollars (\$ 10,000).

(D) Business Position Disclosure. When business positions are required to be reported, a designated employee shall list the name and address of each business entity in which he or she is a director, officer, partner, trustee, employee, or in which he or she holds any position of management, a description of the business activity in which the business entity is engaged, and the designated employee's position with the business entity.

(E) Acquisition or Disposal During Reporting Period. In the case of an annual or leaving office statement, if an investment or an interest in real property was partially or wholly acquired or disposed of during the period covered by the statement, the statement shall contain the date of acquisition or disposal.

(8) Section 8. Prohibition on Receipt of Honoraria.

(A) No member of a state board or commission, and no designated employee of a state or local government agency, shall accept any honorarium from any source, if the member or employee would be required to report the receipt of income or gifts from that source on his or her statement of economic interests. This section shall not apply to any part-time member of the governing board of any public institution of higher education, unless the member is also an elected official.

Subdivisions (a), (b), and (c) of Government Code Section 89501 shall apply to the prohibitions in this section.

This section shall not limit or prohibit payments, advances, or reimbursements for travel and related lodging and subsistence authorized by Government Code section 89506.

(8.1) Section 8.1. Prohibition on Receipt of Gifts in Excess of \$ 340.

(A) No member of a state board or commission, and no designated employee of a state or local government agency, shall accept gifts with a total value of more than \$ 340 in a calendar year from any single source, if the member or employee would be required to report the receipt of income or gifts from that source on his or her statement of economic interests. This section shall not apply to any part-time member of the governing board of any public institution of higher education, unless the member is also an elected official.

Subdivisions (e), (f), and (g) of Government Code section 89503 shall apply to the prohibitions in this section.

(8.2) Section 8.2. Loans to Public Officials.

(A) No elected officer of a state or local government agency shall, from the date of his or her election to office through the date that he or she vacates office, receive a personal loan from any officer, employee, member, or consultant of the state or local government agency in which the elected officer holds office or over which the elected officer's agency has direction and control.

(B) No public official who is exempt from the state civil service system pursuant to subdivisions (c), (d), (e), (f), and (g) of Section 4 of Article VII of the Constitution shall, while he or she holds office, receive a personal loan from any officer, employee, member, or consultant of the state or local government agency in which the public official holds office or over which the public official's agency has direction and control. This subdivision shall not apply to loans made to a public official whose duties are solely secretarial, clerical, or manual.

(C) No elected officer of a state or local government agency shall, from the date of his or her election to office through the date that he or she vacates office, receive a personal loan from any person who has a contract with the state or local government agency to which that elected officer has been elected or over which that elected officer's agency has direction and control. This subdivision shall not apply to loans made by banks or other financial institutions or to any indebtedness created as part of a retail installment or credit card transaction, if the loan is made or the indebtedness created in the lender's regular course of business on terms available to members of the public without regard to the elected officer's official status.

(D) No public official who is exempt from the state civil service system pursuant to subdivisions (c), (d), (e), (f), and (g) of Section 4 of Article VII of the Constitution shall, while he or she holds office, receive a personal loan from any person who has a contract with the state or local government agency to which that elected officer has been elected or over which that elected officer's agency has direction and control. This subdivision shall not apply to loans made by banks or other financial institutions or to any indebtedness created as part of a retail installment or credit card transaction, if the loan is made or the indebtedness created in the lender's regular course of business on terms available to members of the public without regard to the elected officer's official status. This subdivision shall not apply to loans made to a public official whose duties are solely secretarial, clerical, or manual.

(E) This section shall not apply to the following:

1. Loans made to the campaign committee of an elected officer or candidate for elective office.
2. Loans made by a public official's spouse, child, parent, grandparent, grandchild, brother, sister, parent-in-law, brother-in-law, sister-in-law, nephew, niece, aunt, uncle, or first cousin, or the spouse of any such persons, provided that the person making the loan is not acting as an agent or intermediary for any person not otherwise exempted under this section.
3. Loans from a person which, in the aggregate, do not exceed five hundred dollars (\$ 500) at any given time.
4. Loans made, or offered in writing, before January 1, 1998.

(8.3) Section 8.3. Loan Terms.

(A) Except as set forth in subdivision (B), no elected officer of a state or local government agency shall, from the date of his or her election to office through the date he or she vacates office, receive a personal loan of five hundred dollars (\$ 500) or more, except when the loan is in writing and clearly states the terms of the loan, including the parties to the loan agreement, date of the loan, amount of the loan, term of the loan, date or dates when payments shall be due on the loan and the amount of the payments, and the rate of interest paid on the loan.

(B) This section shall not apply to the following types of loans:

1. Loans made to the campaign committee of the elected officer.
2. Loans made to the elected officer by his or her spouse, child, parent, grandparent, grandchild, brother, sister, parent-in-law, brother-in-law, sister-in-law, nephew, niece, aunt, uncle, or first cousin, or the spouse of any such person, provided that the person making the loan is not acting as an agent or intermediary for any person not otherwise exempted under this section.
3. Loans made, or offered in writing, before January 1, 1998.

(C) Nothing in this section shall exempt any person from any other provision of Title 9 of the Government Code.

(8.4) Section 8.4. Personal Loans.

(A) Except as set forth in subdivision (B), a personal loan received by any designated employee shall become a gift to the designated employee for the purposes of this section in the following circumstances:

1. If the loan has a defined date or dates for repayment, when the statute of limitations for filing an action for default has expired.
2. If the loan has no defined date or dates for repayment, when one year has elapsed from the later of the following:
 - a. The date the loan was made.
 - b. The date the last payment of one hundred dollars (\$ 100) or more was made on the loan.
 - c. The date upon which the debtor has made payments on the loan aggregating to less than two hundred fifty dollars (\$ 250) during the previous 12 months.

(B) This section shall not apply to the following types of loans:

1. A loan made to the campaign committee of an elected officer or a candidate for elective office.
2. A loan that would otherwise not be a gift as defined in this title.
3. A loan that would otherwise be a gift as set forth under subdivision (A), but on which the creditor has taken reasonable action to collect the balance due.
4. A loan that would otherwise be a gift as set forth under subdivision (A), but on which the creditor, based on reasonable business considerations, has not undertaken collection action. Except in a criminal action, a creditor who claims that a loan is not a gift on the basis of this paragraph has the burden of proving that the decision for not taking collection action was based on reasonable business considerations.
5. A loan made to a debtor who has filed for bankruptcy and the loan is ultimately discharged in bankruptcy.

(C) Nothing in this section shall exempt any person from any other provisions of Title 9 of the Government Code.

(9) Section 9. Disqualification.

No designated employee shall make, participate in making, or in any way attempt to use his or her official position to influence the making of any governmental decision which he or she knows or has reason to know will have a reasonably foreseeable material financial effect, distinguishable from its effect on the public generally, on the official or a member of his or her immediate family or on:

(A) Any business entity in which the designated employee has a direct or indirect investment worth two thousand dollars (\$ 2,000) or more;

(B) Any real property in which the designated employee has a direct or indirect interest worth two thousand dollars (\$ 2,000) or more;

(C) Any source of income, other than gifts and other than loans by a commercial lending institution in the regular course of business on terms available to the public without regard to official status, aggregating five hundred dollars (\$ 500) or more in value provided to, received by or promised to the designated employee within 12 months prior to the time when the decision is made;

(D) Any business entity in which the designated employee is a director, officer, partner, trustee, employee, or holds any position of management; or

(E) Any donor of, or any intermediary or agent for a donor of, a gift or gifts aggregating \$ 340 or more provided to, received by, or promised to the designated employee within 12 months prior to the time when the decision is made.

(9.3) Section 9.3. Legally Required Participation.

No designated employee shall be prevented from making or participating in the making of any decision to the extent his or her participation is legally required for the decision to be made. The fact that the vote of a designated employee who is on a voting body is needed to break a tie does not make his or her participation legally required for purposes of this section.

(9.5) Section 9.5. Disqualification of State Officers and Employees.

In addition to the general disqualification provisions of section 9, no state administrative official shall make, participate in making, or use his or her official position to influence any governmental decision directly relating to any contract where the state administrative official knows or has reason to know that any party to the contract is a person with whom the state administrative official, or any member of his or her immediate family has, within 12 months prior to the time when the official action is to be taken:

(A) Engaged in a business transaction or transactions on terms not available to members of the public, regarding any investment or interest in real property; or

(B) Engaged in a business transaction or transactions on terms not available to members of the public regarding the rendering of goods or services or 18705.2(c) totaling in value one thousand dollars (\$ 1,000) or more.

(10) Section 10. Disclosure of Disqualifying Interest.

When a designated employee determines that he or she should not make a governmental decision because he or she has a disqualifying interest in it, the determination not to act may be accompanied by disclosure of the disqualifying interest.

(11) Section 11. Assistance of the Commission and Counsel.

Any designated employee who is unsure of his or her duties under this code may request assistance from the Fair Political Practices Commission pursuant to Government Code section 83114 or from the attorney for his or her agency, provided that nothing in this section requires the attorney for the agency to issue any formal or informal opinion.

(12) Section 12. Violations.

This code has the force and effect of law. Designated employees violating any provision of this code are subject to the administrative, criminal and civil sanctions provided in the Political Reform Act, Government Code sections 81000-91015. In addition, a decision in relation to which a violation of the disqualification provisions of this code or of Government Code section 87100 or 87450 has occurred may be set aside as void pursuant to Government Code section 91003.

1 Designated employees who are required to file statements of economic interests under any other agency's conflict of interest code, or under article 2 for a different jurisdiction, may expand their statement of economic interests to cover reportable interests in both jurisdictions, and file copies of this expanded statement with both entities in lieu of filing separate and distinct statements, provided that each copy of such expanded statement filed in place of an original is signed and verified by the designated employee as if it were an original. See Government Code section 81004.

2 See Government Code section 81010 and 2 Cal. Code of Regs. section 18115 for the duties of filing officers and persons in agencies who make and retain copies of statements and forward the originals to the filing officer.

3 For the purpose of disclosure only (not disqualification), an interest in real property does not include the principal residence of the filer.

4 Investments and interests in real property which have a fair market value of less than \$ 2,000 are not investments and interests in real property within the meaning of the Political Reform Act. However, investments or interests in real property of an individual include those held by the individual's spouse and dependent children as well as a pro rata share of any investment or interest in real property of any business entity or trust in which the individual, spouse and dependent children own, in the aggregate, a direct, indirect or beneficial interest of 10 percent or greater.

5A designated employee's income includes his or her community property interest in the income of his or her spouse but does not include salary or reimbursement for expenses received from a state, local or federal government agency.

6 Income of a business entity is reportable if the direct, indirect or beneficial interest of the filer and the filer's spouse in the business entity aggregates a 10 percent or greater interest. In addition, the disclosure of persons who are clients or customers of a business entity is required only if the clients or customers are within one of the disclosure categories of the filer.

AUTHORITY:

Note: Authority cited: Section 83112, Government Code. Reference: Sections 87103(e), 87300-87302, 89501, 89502 and 89503, Government Code.

HISTORY:

1. New section filed 4-2-80 as an emergency; effective upon filing (Register 80, No. 14). Certificate of Compliance included.

2. Editorial correction (Register 80, No. 29).
3. Amendment of subsection (b) filed 1-9-81; effective thirtieth day thereafter (Register 81, No. 2).
4. Amendment of subsection (b)(7)(B)1. filed 1-26-83; effective thirtieth day thereafter (Register 83, No. 5).
5. Amendment of subsection (b)(7)(A) filed 11-10-83; effective thirtieth day thereafter (Register 83, No. 46).
6. Amendment filed 4-13-87; operative 5-13-87 (Register 87, No. 16).
7. Amendment of subsection (b) filed 10-21-88; operative 11-20-88 (Register 88, No. 46).
8. Amendment of subsections (b)(8)(A) and (b)(8)(B) and numerous editorial changes filed 8-28-90; operative 9-27-90 (Reg. 90, No. 42).
9. Amendment of subsections (b)(3), (b)(8) and renumbering of following subsections and amendment of Note filed 8-7-92; operative 9-7-92 (Register 92, No. 32).
10. Amendment of subsection (b)(5.5) and new subsections (b)(5.5)(A)-(A)(2) filed 2-4-93; operative 2-4-93 (Register 93, No. 6).
11. Change without regulatory effect adopting Conflict of Interest Code for California Mental Health Planning Council filed 11-22-93 pursuant to title 1, section 100, California Code of Regulations (Register 93, No. 48). Approved by Fair Political Practices Commission 9-21-93.
12. Change without regulatory effect redesignating Conflict of Interest Code for California Mental Health Planning Council as chapter 62, section 55100 filed 1-4-94 pursuant to title 1, section 100, California Code of Regulations (Register 94, No. 1).
13. Editorial correction adding History 11 and 12 and deleting duplicate section number (Register 94, No. 17).
14. Amendment of subsection (b)(8), designation of subsection (b)(8)(A), new subsection (b)(8)(B), and amendment of subsections (b)(8.1)-(b)(8.1)(B), (b)(9)(E) and Note filed 3-14-95; operative 3-14-95 pursuant to Government Code section 11343.4(d) (Register 95, No. 11).
15. Editorial correction inserting inadvertently omitted language in footnote 4 (Register 96, No. 13).
16. Amendment of subsections (b)(8)(A)-(B) and (b)(8.1)(A), repealer of subsection (b)(8.1)(B), and amendment of subsection (b)(12) filed 10-23-96; operative 10-23-96 pursuant to Government Code section 11343.4(d) (Register 96, No. 43).
17. Amendment of subsections (b)(8.1) and (9)(E) filed 4-9-97; operative 4-9-97 pursuant to Government Code section 11343.4(d) (Register 97, No. 15).
18. Amendment of subsections (b)(7)(B)5., new subsections (b)(8.2)-(b)(8.4)(C) and amendment of Note filed 8-24-98; operative 8-24-98 pursuant to Government Code section 11343.4(d) (Register 98, No. 35).
19. Editorial correction of subsection (a) (Register 98, No. 47).
20. Amendment of subsections (b)(8.1), (b)(8.1)(A) and (b)(9)(E) filed 5-11-99; operative 5-11-99 pursuant to Government Code section 11343.4(d) (Register 99, No. 20).

21. Amendment of subsections (b)(8.1)-(b)(8.1)(A) and (b)(9)(E) filed 12-6-2000; operative 1-1-2001 pursuant to the 1974 version of Government Code section 11380.2 and Title 2, California Code of Regulations, section 18312(d) and (e) (Register 2000, No. 49).

22. Amendment of subsections (b)(3) and (b)(10) filed 1-10-2001; operative 2-1-2001. Submitted to OAL for filing pursuant to Fair Political Practices Commission v. Office of Administrative Law, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements) (Register 2001, No. 2).

23. Amendment of subsections (b)(7)(A)4., (b)(7)(B)1.-2., (b)(8.2)(E)3., (b)(9)(A)-(C) and footnote 4. filed 2-13-2001. Submitted to OAL for filing pursuant to Fair Political Practices Commission v. Office of Administrative Law, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements) (Register 2001, No. 7).

24. Amendment of subsections (b)(8.1)-(b)(8.1)(A) filed 1-16-2003; operative 1-1-2003. Submitted to OAL for filing pursuant to Fair Political Practices Commission v. Office of Administrative Law, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements) (Register 2003, No. 3).



DATE: May 3, 2004
TO: STA Board
FROM: Jennifer Tongson, Projects Assistant
RE: 2005 Transportation Improvement Program (TIP)
Submittals for Solano County

Background:

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action. The Metropolitan Transportation Commission (MTC) prepares and adopts the TIP every two years, which must cover at least a three-year period, must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available), and must be consistent with the Regional Transportation Plan (RTP). Transit, highway, local roadway, bicycle and pedestrian projects are all included in the TIP.

The impact of the TIP on regional air quality also must be evaluated. MTC is responsible for making an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations.

Discussion:

The Metropolitan Transportation Commission (MTC) released its list of projects for the 2005 TIP update on Monday, April 19th. MTC is implementing a new web-based user-friendly TIP system called the Web Funds Management System (WebFMS), which allows the public and project sponsors to view projects, generate project spreadsheets, and perform and monitor the progress of TIP amendments (for project sponsors only). Its first official undertaking is to serve as the method for collecting information for the 2005 TIP update.

The STA staff coordinated with the members of the Technical Advisory Committee (TAC) to prepare the updates to the 2005 TIP. Project sponsors were responsible for reviewing the information for their projects and submitting their updates to the STA by April 30, 2004. The project updates received by the deadline were successfully entered into the WebFMS system. Most of the amendments were minor, such as changing project names or descriptions, archiving completed projects, and identifying funding in the correct fiscal year of obligation.

Recommendation:

Receive and file.



DATE: April 30, 2004
 TO: STA Board
 FROM: Mike Duncan, Director for Projects
 RE: Project Submittals for Regional Measure 2 (RM 2)

Background:

On March 2, 2004, voters passed regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in SB 916. RM 2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM 2 funding. The following projects/programs are eligible for RM 2 funding to Solano County sponsors:

<i>Transit Operations Funding</i>	<i>Annual Amount</i>	<i>Sponsor(s)</i>
Vallejo Ferry	\$ 2,700,000	Vallejo
Regional Express Bus North Pool (competitive program for expanded service in the Carquinez and Benicia Bridge corridors)	\$ 3,400,000	Vallejo, FST
 <i>Capital Projects</i>	 <i>Amount</i>	 <i>Sponsor(s)</i>
Vallejo Station	\$ 28,000,000	Vallejo
Solano County Express Bus Intermodal Facilities (Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station are eligible)	\$ 20,000,000	STA
I-80/I-680 Interchange Improvements	\$100,000,000	STA
Capital Corridor Improvements in I-80/I-680 Corridor (track improvements and Fairfield/Vacaville Station are eligible)	\$ 25,000,000	STA, CCJPA
Regional Express Bus North (competitive program for park and ride lots, infrastructure improvements and rolling stock. Vallejo Transit and Fairfield-Suisun Transit are eligible Solano County recipients)	\$ 20,000,000	MTC
 <i>Other Competitive Programs</i>		
TransLink	\$ 22,000,000	MTC
Real-time Transit Information	\$ 20,000,000	MTC
Safe Routes to Transit	\$ 22,500,000	EBBC, TALC

Discussion:

The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs. Regional Measure 2 requires project sponsors to submit an Initial Project Report (IPR) to MTC no later than July 1, 2004 and updated reports as needed, or as requested by MTC. However, in order to adequately assess the need for RM 2 funding, particularly in fiscal year 2004-05, MTC has requested initial project reports from project sponsors by May 1, 2004 for all projects needing FY 2004-05 funding and IPR's by June 1, 2004 for all other projects/programs.

Project sponsors cannot be reimbursed for eligible costs until the allocation funding is approved by MTC. Approximately \$125 million will be available each fiscal year; therefore, funding allocations will be subject to the availability of funds.

On April 8, 2004, guidance on preparing the Initial Project Reports was sent to all potential project sponsors. The IPR's contain specific details on the project description, project delivery, budget and funding plan (RM 2 and other funding). The MTC guidance emphasizes that the RM 2 phase or component of a project must be fully funded with committed funds and that the RM 2 phase or component results in a useable or operable segment of the project.

STA staff has met with all potential project sponsors from Solano County to discuss preparing the IPR's and estimated needs, by fiscal year, of RM 2 project funds. On April 28th, the STA Technical Advisory Committee (TAC) and SolanoLinks Transit Consortium supported the RM 2 project funding proposal recommended by staff and as shown in Attachment A.

Project sponsors prepared and submitted Initial Project Reports to MTC on April 30th for projects requesting FY 2004-05 funds, due to the requirement by MTC to submit these IPR's May 1, 2004. IPR's for all projects that STA is a sponsor or co-sponsor are provided (under separate cover) for your review and approval.

Recommendations:

Approve the following:

1. Solano County RM 2 Project Funding Proposals as shown in Attachment A.
2. Submittal of Initial Projects Reports as shown in Attachment A.

Attachments:

- A. Solano County RM 2 Project Funding Proposal
- B. MTC Guidance on Initial Project Reports for Capital Projects and Operating Assistance (without attachments)
- C. Regional Measure 2 Composite Project List

Regional Measure 2
Solano County Projects
(Costs in \$000's)

		FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Future	
RM 2 ANNUAL OPERATING									
Vallejo Ferry (\$2.7M/yr)									
- Vallejo		100.0	2,700.0	2,700.0	2,700.0	2,700.0	2,700.0	2,700.0	
Regional Express Bus North Pool (\$3.4M/yr)									
- FST		850.0	1,700.0	1,700.0	1,700.0	1,700.0	1,700.0	1,700.0	
- Vallejo/Benicia		850.0	1,700.0	1,700.0	1,700.0	1,700.0	1,700.0	1,700.0	
CAPITAL PROJECTS									
	Project Cost	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Future	Total RM2
Vallejo Station (\$28M, Vallejo)									
- Vallejo	52,000.0	0.0	5,000.0	10,000.0	13,000.0				28,000.0
Solano Express Bus Intermodal Facilities (\$20M, STA)									
- Vallejo - Curtola	15,000.0	1,000.0	200.0	3,000.0	1,800.0				6,000.0
- Benicia Intermodal (Ph 1)	5,000.0				2,000.0				2,000.0
- Fairfield Transportation Ctr	12,000.0	800.0	200.0	5,000.0					6,000.0
- Vacaville Intermodal (Ph 1)	9,000.0	500.0	2,000.0	3,500.0					6,000.0
Solano Corridor Near I-80/I-680 (\$100M, STA)									
- North Connector (East end)	50,552.0				23,552.0				23,552.0
- I-80 HOV Lane (12W to AB)	85,848.0			10,346.0	66,102.0				76,448.0
Capital Corridor Improvements (\$25M, CCJPA and STA)									
- CCJPA Track Improvements	10,000.0	500.0	5,000.0	2,250.0					7,750.0
- FF/VV Rail Station and Track Improvements	35,000.0	500.0	800.0	9,000.0	6,950.0				17,250.0
Regional Express Bus North (\$20M, \$4M Committed, MTC)									
- Vallejo									
-- Curtola	15,000.0			2,000.0	4,000.0				6,000.0
--									0.0
- FST									
-- FTC Parking Structure	12,000.0				2,500.0				2,500.0
-- I-680/Industrial PnR	2,075.0	500.0	1,000.0						1,500.0
-- Vacaville Intermodal (Ph 1)	9,000.0		2,000.0						2,000.0

75

ATTACHMENT A

Regional Measure 2
Solano County Projects
(Costs in \$000's)

OTHER PROJECT CATEGORIES		FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Future	Total RM2
TransLink (\$22M, MTC)									
- FST									0.0
- Vacaville									0.0
- Vallejo									0.0
Real-Time Transit Info (\$20M, MTC)									
- FST	5,000.0		1,000.0	1,000.0					2,000.0
- Vacaville									0.0
- Vallejo									0.0
Safe Routes to Transit (\$22.5M, \$2.5 Committed)									
- FST									
-- Bike Route to FF/VV Statio	2,000.0			1,000.0					1,000.0



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: RM-2 Capital Project Sponsors

DATE: April 8, 2004

FR: Executive Director

W.I.:

RE: RM 2 – Capital Project Initial Project Report

As a sponsor of a Regional Measure 2 capital project as identified in Section 30914(c) of the California Streets and Highways Code, MTC is requesting that the attached Initial Project Report format be completed by your agency and returned to MTC by June 1, 2004. Project sponsors seeking an allocation for expenditures in Fiscal Year 2004-05 must return the completed Initial Project Report by May 1, 2004.

Background

On March 2, 2004, voters passed Regional Measure 2 (RM-2), raising the toll on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, Regional Measure 2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM-2 funding. Your agency is a potential eligible recipient of these funds as identified in Section 30914(c) of the Streets and Highways Code.

Capital Program

Regional Measure 2 requires sponsors with projects listed in Section 30914(c) (see attached list) to submit an Initial Project Report (IPR) to MTC before July 1, 2004. These reports must be updated and submitted to MTC as need or as requested by MTC. The Commission will approve the report, or updated report, in conjunction with the allocation of funds.

In order to adequately assess the need for RM2 funding in the upcoming Fiscal Year 2004-05 and develop the appropriate conditions for allocations, project sponsors seeking an allocation for expenditures in Fiscal Year 2004-05 must return the completed Initial Project Report by May 1, 2004. Project sponsors shall not expect reimbursement of eligible costs until the allocation of funding is approved by MTC. Final allocation decisions will be subject to availability of funds.

All other sponsors must submit the IPR no later than June 1st, 2004, in order to meet the detailed requirements regarding financing of the program. Information should be provided in as much

detail as currently available for your project. If you are expecting an allocation in later years, you will be required to update the IPR with new and/or revised information prior to the allocation.

Initial Project Report

The Initial Project Report must include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, and a detailed financial plan. Sponsors must also provide notification to the Commission if the project sponsor will be requesting toll revenues within the subsequent 12 months. MTC has requested additional information to facilitate the management of RM-2 funding. The IPR format is included as an attachment, and is outlined below:

Initial Project Report Format Outline:

- **Project Description and Sponsor Information**, including identification of lead sponsor in coordination with all identified sponsors, and identification of agency to seek and receive allocations from MTC.
- **Project Delivery Information**, including summary of any impediments to the completion of the project, status of any environmental documents relevant to the project, status of the project phases and delivery milestones, and discussion of the operability of the project once completed.
- **Project Budget Information**, including the total budget for the project, and any prior expenditures.
- **RM-2 Funding Need Information**, including RM-2 expenditure plan, status of any prior RM-2 expenditures, and identification of any RM-2 funding needs for the next fiscal year, and beyond.
- **Project Funding Information**, including identification of committed funding to the project, any additional uncommitted funding required to fully fund the project, and segregation of the RM-2 deliverable segment if different from the total project. The RM-2 phase or component must be fully funded with committed funds, and it must be demonstrated that the RM-2 funded phase or component results in a useable or operable segment.
- **Agency Contact and IPR Preparation Information**, including agency and project manager contact information, and date the report was prepared or updated.

Future Policy Guidance

MTC will be adopting policy guidance for the RM-2 Regional Traffic Relief Plan within the next two months. This will cover, among other things, the allocation request process.

IPR Submittal

The completed IPR must be submitted to the Metropolitan Transportation Commission, Attention: Ross McKeown, Programming and Allocations Section, by June 1, 2004 for all

RM-2 Initial Project Report (IPR)

April 8, 2004

Page 3

projects listed in the attached list, or by May 1, 2004 for those project sponsors requesting reimbursement of expenditure of RM-2 funding in FY 2004-05. For your reference we have attached the expenditure plan prepared prior to passage of Regional Measure 2. This information must be updated in the IPR. The IPR format documents, including the funding plan spreadsheets, are located on the Internet at: <http://www.mtc.ca.gov/funding.htm>. Any questions on the IPR or funding for these capital projects should be directed to Ross at: rmckeown@mtc.ca.gov or 510-464-7842.

Steve Heminger

Attachments:

- List of Eligible Projects and Sponsors – S&H Code, Section 30914(c)
- Previous Expenditure Plan (for reference only)
- Initial Project Report (IPR) Format (available on the Internet)

J:\PROJECT_RM 2\IPR Development\IPR Request Letter\IPR Initial Request Letter.doc



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

Memorandum

TO: RM-2 Operating Project Sponsors

DATE: April 8, 2004

FR: Executive Director

W.I:

RE: RM 2 Operating Assistance

As a sponsor of a Regional Measure 2 operating project identified in Section 30914(d) of the California Streets and Highways Code, MTC is requesting that the attached RM-2 Operating Assistance Proposal be completed as outlined below.

Background

Regional Measure 2 will provide operating support for a number of transit services. Attachment 2 is a table summarizing the assumptions underlying the RM 2 Expenditure Plan on operating support. Many of the operating recipients also have capital projects identified in SB 916, for which information is being requested under separate cover.

Program for Operating Assistance

We are developing the operating assistance program for the initial 5-year period of the toll increase. We would like to confirm whether the expenditure plan assumptions listed in Attachment 2 are correct, particularly the column regarding "Year Funding Begins". We would also like further detail on the operating proposals. Accordingly, we are asking sponsors of operating projects to submit proposals for RM-2 operating assistance by providing the information outlined in Attachment 1. In order to adequately assess the need for RM-2 funding in the upcoming FY 2004-05 and develop the appropriate conditions for allocations, project sponsors seeking operating funds for FY 2004-05 must return the Proposal by May 1, 2004. All other Proposals would be due June 1, 2004.

Future Policy Guidance

MTC will adopt an allocation policy guidance for this operating assistance in the next two months. We anticipate that this will cover, among other things, the performance measures and the extent of funding that can be used for existing service.

Allocation Process

State law requires MTC to execute an operating agreement with the sponsors of the operating projects. We propose to accomplish this through the allocation process, where the operators would submit applications, and MTC would commit funds by allocation. Based upon current

allocation procedures for other fund sources, we anticipate that the annual request for RM-2 operating assistance will require:

- Policy Board resolution authorizing claim
- Opinion of Counsel that there are no legal impediments to the claim
- Certifications of compliance with requirements to submit audits, provide monitoring data, etc.

Federalization of Bridges-Existing Constraints

MTC is seeking a federal policy change to allow toll funds generated by the state-owned Bay Area toll bridges to be used for transit operations, as is currently the case for the Golden Gate Bridge toll revenues. This is being considered during the reauthorization of TEA-21. MTC is also exploring various administrative remedies with the Federal Highway and Transit Administrations.

Until such time that either the legislative remedy or the administrative allowance is approved, MTC will not be allocating funds for transit operating purposes under RM-2.

Proposal Submittals

Proposals should be submitted by the May 1st or June 1st deadlines, as appropriate, to the Metropolitan Transportation Commission, Attention: Vince Petrites, Programming and Allocations Section. Any questions on the form or funding for these operating projects should be directed to Vince at: vpetrites@mtc.ca.gov or 510-464-7742.

Steve Heminger

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

Attachment 2

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

ATTACHMENT C

**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 (Womum) 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. 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, Fairfield-Suisun Transit, West Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. 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		



DATE: May 3, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: FY 2004-05 Solano County Transportation for Clean Air Program

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program provides funding for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional educational projects. The TFCA program is funded by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. Sixty percent of the entire TFCA funds collected are programmed regionally through a competitive process of the BAAQMD. The remaining 40% is for TFCA Program Manager projects approved by the Congestion Management Agency (CMA) from each county in the BAAQMD air basin. The Solano Transportation Authority (STA) is designated the 'Program Manager' of the 40% TFCA funding and manages approximately \$300,000 in annual TFCA funding, depending on the number of vehicles registered in a given year. This estimate is exclusive of carried over funds from cancelled projects, completed projects, or previously unallocated funds. The STA annually prepares the Solano County Program Manager Fund application to the BAAQMD which includes qualified countywide projects authorized by the STA Board for TFCA funding.

Discussion:

A total of \$339,355.74 in Solano County TFCA 40% Program Manager funds is estimated for programming in FY 2004-05. The STA Board initiated a call for TFCA projects in February 2004 with a deadline to submit applications by March 12, 2004. STA staff prepared TFCA submittals for the Route 30 service and Solano Napa Commuter Information's (SNCI) ridesharing activities. There were no additional TFCA submittals by other agencies for FY 2004-05. On April 14, 2004, the STA Board approved \$150,000 from Eastern Solano Congestion Mitigation Air Quality Funds for FY 04-05 for the SNCI Program

The SNCI FY 03-04 budget totaled \$676,000. For FY 04-05, the SNCI program plans to increase their marketing and incentives program by approximately 3%. These additional funds will allow a modest expansion of outreach and ridesharing services in the North County area. SNCI has requested \$195,000 for FY 04-05 TFCA Program Manager Funds, a reduced funding request compared to last fiscal year (\$295,000 in FY 03-04). SNCI for the past few years received approximately \$10,000 from the Yolo Solano Air Quality Management District for similar services; however, those funds will not be available for FY 04-05. The Bay Area RIDES program funds the remaining portion of the SNCI program.

Staff is recommending \$25,000 for Route 30 and \$195,000 for SSCI's ridesharing activities for the 2004-05 TFCA Program. Route 30 service and SSCI's ridesharing activities are eligible to receive TFCA funding. Staff is also recommending a second call for projects for the remaining fund balance of \$119,355.74. Otherwise, the remaining fund balance will be kept in reserve and will be rolled into the FY 05-06 program year. This second call for TFCA projects is recommended to have an application submittal deadline of July 15, 2004 to allow potential applicants additional time to prepare their applications and to assist the STA and BAAQMD staff in administering the program for this grant cycle.

Fiscal Impact:

None to the STA General Operations Fund. TFCA projects requests will be funded entirely through the BAAQMD TFCA 40% Program Manager Funds.

Recommendations:

Approve the following:

1. \$25,000 for Route 30 and \$195,000 for Solano Napa Commuter Information's ridesharing activities in TFCA 40% Program Manager Funds for FY 2004-05.
2. Adopt Resolution 2004-04 authorizing the Solano County TFCA 40% Program Manager application submittal to the BAAQMD.
3. Authorize the initiation of a second call for BAAQMD TFCA 40% Program Manager funds for FY 04-05 with an application submittal deadline of July 15, 2004.

Attachment:

- A. STA resolution authorizing the Solano County TFCA 40% application to the BAAQMD

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2004-04**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN APPLICATION FOR TRANSPORTATION FUND FOR
CLEAN AIR (TFCA) TO THE BAY AREA AIR QUALITY MANAGEMENT
DISTRICT (BAAQMD) FOR FY 2004-05 40% PROGRAM MANAGER FUNDS**

WHEREAS, the Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County and is the BAAQMD designated administrator for the TFCA 40% Program Manager funds; and

WHEREAS, the estimated TFCA 40% Program Manager Funds allocation for FY 2004-05 is \$339,355.74; and

WHEREAS, the STA Board of Directors initiated a call for projects for FY 2004-05 TFCA 40% Program Manager funds in February 2004; and

WHEREAS, applications for the FY 2004-05 Solano TFCA 40% Program Manager funds have been submitted by the STA for the STA's Route 30 Bus Service and the STA's Solano Napa Commuter Information (SNCI) ridesharing activities; and

WHEREAS, on April 28, 2004 the STA Technical Advisory Committee and the SolanoLinks Intercity Transit Consortium reviewed and recommended the proposed projects; and

WHEREAS, all TFCA funding is required to reduce air pollution from motor vehicles and the STA Board has determined that all the proposed projects support the BAAQMD's Clean Air Program objectives and policies, and will reduce air emissions; and

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors hereby authorizes the Executive Director to submit an application for FY 2004-05 Solano TFCA 40% Program Manager funds to the BAAQMD for the STA's Route 30 bus service (\$25,000); and the STA's SNCI ridesharing activities (\$195,000).

Karin McMillan, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of May 12, 2004.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of May 2004 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Clerk of the Board



DATE: May 3, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Development of Track 1, ITIP 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 (RTP's) 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.

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. STA will request the same amount of ITIP funding commitment (\$144.2 million) for T-2030 that Solano County received in the 2001 Regional Transportation Plan.

On April 14, 2004, the STA Board opened a Public Hearing for T-2030 Track 1, ITIP and Big Tent projects and authorized the distribution of draft list of Track 1 and ITIP Projects for 30-day review and comments (see Attachment A). The Public Hearing was continued until the May 12th Board meeting.

Discussion:

At the April 14, 2004 STA Board meeting, the following issues were raised by STA Board Members on the Draft Track 1 and ITIP list of projects:

- Concern about the TAC's recommendation lowering the County TLC program funding to less than \$7.5 million and a request to revise the funding to that level.
- Request to increase the funding to further implement the S.R. 12 (east) Major Investment Study improvements from \$2 million to \$10 million.

In response to the requests by the STA Board, staff recommends a few modifications be made to the April 14, 2004 Draft Track 1 and ITIP list as follows:

- **Increase the Countywide TLC Program to \$7.5 million and reduce the non-MTS streets and roads funding category by \$1.8 million from \$41.80 million to \$40.0 million and local bicycle routes from \$3.0 million to \$2.3 million.**

This adjustment would address the STA Board's concern and is a minor adjustment to the TAC's proposal to increase funding for non-MTS streets and roads. Substantial new sources of additional local or other funds are needed to significantly offset remaining streets and roads shortfall (well beyond the capacity of the Track 1 funding). Staff expects to recommend additional revenues in a County Transportation Expenditure Plan for local streets and roads to be included in the Big Tent.

- **Increase the funding recommended for S.R. 12 (east) operational and safety improvements from Fairfield-Suisun City-Rio Vista from \$2 million to \$6.7 million, increase the Long Term State Route 12 Major Capacity Improvements from \$0 to \$3.3 million and reduce local interchanges from \$10.0 million to \$2.0 million.**

With the completion and approval of the State Route 12 Major Investment Study in 2001 by the STA Board, the only funding secured to date for this project has been the approximately \$36.0 of State Highway Operations and Protection Program (SHOPP) funds to replace the Round Hill Creek Bridge, extend some passing lanes, and improve profiles and shoulders. These SHOPP funds will be improving the rural portion of the roadway between Rio Vista and Suisun City and will not be sufficient enough to correct the critical intersection problems that the MIS identified at Church Road, Summerset Road, S.R. 113, Shiloh/Lambie Road, and Beck/Pennsylvania. Because these significant safety improvements are needed in the short term along this key east-west corridor, staff recommends that an additional Track 1 commitment should be made to complete these unfunded safety and near-term operational improvements identified in the MIS and estimated to cost at least \$6.7 million in 2001 dollars (in addition to the SHOPP funded improvements). The \$3.3 million designated for long-term improvements on S.R. 12 (east) would begin to address the need for initial capacity improvements identified in the MIS Corridor Study. A more detailed phasing and prioritization plan, to augment the S.R. 12

MIS, is proposed to be conducted by STA during FY 2004-05. This phasing plan will help identify what the next improvements along this corridor should include.

Local interchanges, that have good community support, could be a candidate for funding under the Big Tent as part of the local return-to-source category being proposed in the County Transportation Expenditure Plan.

Both the TAC and the Consortium reviewed and supported the revised recommendations for Track 1 and ITIP funds at their meetings on April 28, 2004.

Based on direction received at the April 14, 2004 STA Board meeting, a full color, user-friendly brochure on the recommended T-2030 Track 1 and ITIP projects for Solano County was mailed out to the public and approximately 200 elected officials, legislative staff, chambers of commerce, advisory committee members, MTC staff and the media. The brochure was also posted on the STA web site: www.solanolinks.com.

BIG TENT

MTC has also requested congestion management agencies to submit potential T-2030 "Big Tent" projects totaling about \$29 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 Expenditure Plan for a proposed 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
- 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
- New Napa-Solano Passenger Rail Service
- Expanded Senior and Disabled Transit Services
- Additional Express Bus Capital
- Additional Park and Ride facilities
- Local and Regional Safety Projects

The 2004 County Transportation Expenditure Plan (CTEP) is currently under development by the Solano Transportation Improvement Authority and has not yet been discussed by the new Citizen's Advisory Committee, at eight planned community meetings or by the STIA Board. Staff plans to provide those proposed projects at the May 26, 2004 TAC and June 9 STA Board meeting following the development of a draft CTEP by the STIA Board.

FINAL SCHEDULE FOR SUBMITTAL OF NEW TRACK 1 LIST FOR T-2030

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

- May 12, 2004 – STA Board closes public comment period and approves a final list of proposed T-2030 Track 1 and ITIP projects for submittal to MTC
- May 21, 2004 – Deadline for STA final list (and supporting documentation) of proposed T-2030 Track 1 and ITIP projects for submittal to MTC
- May 26, 2004 – TAC and Consortium review and forward recommendation on list for proposed Big Tent projects
- May 26, 2004 – STIA Board approves draft CTEP with projects for the Big Tent
- June 9, 2004 – STA Board reviews and approves a final list of proposed T-2030 Big Tent Projects for submittal to MTC

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.

Recommendations:

Close the public comment period and approve the following:

1. The T-2030 Track 1 and ITIP list as specified in Attachment A.
2. Authorize the Executive Director to submit the T-2030 Track 1 and ITIP list to MTC.

Attachments:

A. Draft T-2030 Track 1 and ITIP projects- dated April 28, 2004

Solano Transportation Authority
PROPOSED DRAFT T-2030 TRACK 1 AND ITIP PROJECTS
(in millions of 2004\$)

For Public Review - 04/28/2004

PROJECT/ PROGRAM	TOTAL PROJECT COST EST.	EXISTING FUNDING	2001 RTP TRACK 1 FUNDS	2001 RTP ITIP FUNDS	PROPOSED T-2030 TRACK 1 FUNDING RANGES				PROPOSED SOLANO ITIP FUNDS
					Bottom	Cities and County Technical Advisory Committee (TAC) Recommendation 4-8-04	Revised STA TAC and Staff Recommendation 4-28-04	Top	
Solano Countywide									
Rehabilitation of Metropolitan Transportation System (MTS) streets and roads; fully funds maintenance of MTS road network (non-SHOPP)	\$43.60	\$43.60	\$8.90		Regional Set-aside	Regional Set-aside	Regional Set-aside	Regional Set-aside	
Rehabilitation of non-MTS Streets and Roads Pavement Shortfall	\$561.64	\$232.77	\$22.60		\$25.00	\$41.80	\$40.00	\$30.00	
Local Streets and Road Non-Pavement Maintenance Shortfall	\$330.38	\$101.33	\$1.00		\$1.00	\$1.00	\$1.00	\$2.00	
Non-capacity increasing safety projects to improve congested intersections, local arterials and highways	\$80.00	TBD	\$3.00		\$3.00	\$3.00	\$3.00	\$4.00	
Transportation Equity Act for the 21st Century (TEA 21) planning funds for the county	\$8.90	\$8.90	\$3.20		Regional Set-aside	Regional Set-aside	Regional Set-aside	Regional Set-aside	

95

ATTACHMENT A

Solano Transportation Authority

PROPOSED DRAFT T-2030 TRACK 1 AND ITIP PROJECTS

(in millions of 2004\$)

For Public Review - 04/28/2004

PROJECT/ PROGRAM	TOTAL PROJECT COST EST.	EXISTING FUNDING	2001 RTP TRACK 1 FUNDS	2001 RTP ITIP FUNDS	PROPOSED T-2030 TRACK 1 FUNDING RANGES				PROPOSED SOLANO ITIP FUNDS
					Bottom	Cities and County Technical Advisory Committee Recommendation 4-8-04	Revised STA TAC and Staff Recommendation 4-28-04	Top	
Match for Local Interchanges and Arterials (assumes these funds will be matched at least 50% or more with local and/or Big Tent funds)	\$410.00	\$0.00	\$10.00		\$10.00	\$10.00	\$2.00	\$15.00	
Park-and-ride lots	\$13.00	\$8.00	\$3.00		\$3.00	\$3.00	\$3.00	\$5.00	
Regional Bicycle Pedestrian Projects	\$18.64	\$12.50			\$0.00	\$0.00	\$0.00	\$0.00	
<i>Local</i> Bicycle and pedestrian projects (Non-Regional Bicycle Program projects)	\$37.36	\$7.00	\$5.00		\$3.00	\$3.00	\$2.30	\$7.00	
Transportation for Livable Communities - County Program (Regional Program)	\$68.00	\$12.00	\$9.70		Regional Set-aside	Regional Set-aside	Regional Set-aside	Regional Set-aside	
Transportation for Livable Communities - Countywide Program (Countywide Enhancements)	Portion of Regional TLC Est. above	\$12.00			\$7.50	\$5.00	\$7.50	\$10.00	
Vallejo Transit capital program shortfall	\$43.40	\$43.40	Regional Set-aside		Regional Set-aside	Regional Set-aside	Regional Set-aside	Regional Set-aside	
Solano County intercity bus service and transit hubs (capital costs)	\$78.00	\$20.00	\$5.00		\$5.00	\$5.00	\$5.00	\$10.00	

96

Solano Transportation Authority

PROPOSED DRAFT T-2030 TRACK 1 AND ITIP PROJECTS

(in millions of 2004\$)

For Public Review - 04/28/2004

PROJECT/ PROGRAM	TOTAL PROJECT COST EST.	EXISTING FUNDING	2001 RTP TRACK 1 FUNDS	2001 RTP ITIP FUNDS	PROPOSED T-2030 TRACK 1 FUNDING RANGES				PROPOSED SOLANO ITIP FUNDS
					Bottom	Cities and County Technical Advisory Committee Recommendation 4-8-04	Revised STA TAC and Staff Recommendation 4-28-04	Top	
I-80 Corridor (Eastshore - North)									
I-80/680/12 Interchange (Phase 2 - HOV from I-680 to Air Base Parkway, and braiding EB I-80 ramps ramps) (Moved from Diablo Corridor)	\$139.50	\$60.00	\$65.00	\$70.00	\$39.50	\$39.50	\$39.50	\$39.50	\$40.00
North Connector (originally part of I-80/680/12 Interchange Phase 2 in RTP 2001)	\$68.00	\$37.70			\$30.30	\$30.30	\$30.30	\$30.30	
I-80/680/12 Interchange (Phases 3-4 - truck scales improvements or relocation, add'l aux. lanes)	\$331.40	\$50.00			\$30.00	\$20.00	\$20.00	\$30.00	\$30.00
I-80/680/12 Interchange (Phases 5-7)	\$201.10	\$0.00			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
I-80/680/680 Corridor Improvements (Mid Term Projects except transit hubs and p & r lots), 5-20 years)	\$357.30	\$8.00	\$0.00		\$20.00	\$30.00	\$30.00	\$40.00	\$56.35

97

Solano Transportation Authority

PROPOSED DRAFT T-2030 TRACK 1 AND ITIP PROJECTS
(in millions of 2004\$)

For Public Review - 04/28/2004

PROJECT/PROGRAM	TOTAL PROJECT COST EST.	EXISTING FUNDING	2001 RTP TRACK 1 FUNDS	2001 RTP ITIP FUNDS	PROPOSED T-2030 TRACK 1 FUNDING RANGES				PROPOSED SOLANO ITIP FUNDS
					Bottom	Cities and County Technical Advisory Committee Recommendation 4-8-04	Revised STA TAC and Staff Recommendation 4-28-04	Top	
I-80/680/680 Corridor Improvements (Long Term Projects - except park and ride lots - 20 or more Years)	\$709.00	\$8.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	
Vallejo Intermodal Ferry Station	\$52.00	\$45.10	\$10.00		\$0.00	\$0.00	\$0.00	\$6.90	
Vallejo Ferry Mainenance Facility (TAC supported deletion only if entire project is not completely programmed)	\$5.00	\$5.00	\$0.40		\$0.40	\$0.00	\$0.00	\$0.40	
Widen I-80 from 6 to 8 lanes between Vacaville and Dixon (Has been combined with I-80/680/780 Long Term Corridor Projects)	\$20.50	\$8.00	\$12.50		\$0.00	\$0.00	\$0.00	\$0.00	

86

Solano Transportation Authority

PROPOSED DRAFT T-2030 TRACK 1 AND ITIP PROJECTS

(in millions of 2004\$)

For Public Review - 04/28/2004

PROJECT/ PROGRAM	TOTAL PROJECT COST EST.	EXISTING FUNDING	2001 RTP TRACK 1 FUNDS	2001 RTP ITIP FUNDS	PROPOSED T-2030 TRACK 1 FUNDING RANGES				PROPOSED SOLANO ITIP FUNDS
					Bottom	Cities and County Technical Advisory Committee Recommendation 4-8-04	Revised STA TAC and Staff Recommendation 4-28-04	Top	
I-80 HOV lanes between I-680 and I-505 through Fairfield and Vacaville (this project was split into the I-80/680/12 interchange project from I-680 to Air Base Parkway and the remaining portion, Air Base Parkway to I-505, is included in the Long Term I-80/680/780 Corridor Improvements)			\$22.40	\$30.00	\$0.00	\$0.00	\$0.00	\$0.00	
Express bus service on I-80 (capital and operating costs for additional services not funded in MTC Regional Bus Program or RM2 funds)	\$3.50	\$3.50	\$3.50		\$0.00	\$0.00	\$0.00	\$0.00	
Construct rail stations and track improvements for Amtrak Capitol Corridor service; potential station sites are Fairfield/Vacaville, Dixon and Benicia	\$73.00	\$30.00	\$10.00		\$10.00	\$10.00	\$10.00	\$20.00	
Jepson Parkway (Remaining improvements to fully fund and construct segments 2, 3, 4, 6, 7, 8 and 10) (road costs only - bike and other special enhancements assumed from other programs - i.e. Regional Bicycle Program)	\$70.40	\$22.20	\$43.00		\$43.00	\$43.00	\$43.00	\$48.20	

66

Solano Transportation Authority

PROPOSED DRAFT T-2030 TRACK 1 AND ITIP PROJECTS

(in millions of 2004\$)

For Public Review - 04/28/2004

PROJECT/PROGRAM	TOTAL PROJECT COST EST.	EXISTING FUNDING	2001 RTP TRACK 1 FUNDS	2001 RTP ITIP FUNDS	PROPOSED T-2030 TRACK 1 FUNDING RANGES				PROPOSED SOLANO ITIP FUNDS
					Bottom	Cities and County Technical Advisory Committee Recommendation 4-8-04	Revised STA TAC and Staff Recommendation 4-28-04	Top	
I-680 North Corridor (Diablo)									
I-80/680/12 Interchange (Phase 2) (Moved to I-80 Easthore North to North Connector and I-80/680/12 Interchange Phase 2)					\$0.00	\$0.00	\$0.00	\$0.00	
Additional express bus service on I-680 (capital and operating costs for additional services not funded in TCRP funded MTC Regional Bus Program or RM2 funds)	\$4.09	\$4.09	\$2.10		\$0.00	\$0.00	\$0.00	\$0.00	
North Bay East-West Corridor									
Widen Route 12 (Jameson Canyon) from I-80 to Route 29 (Napa County) from 2 to 4 lanes (<i>Solano County portion of project only</i>)	\$66.50	\$2.00	\$14.00	\$44.20	\$31.20	\$31.20	\$31.20	\$46.60	\$17.85
Operational and Safety Improvements on State Route 12 from Sacramento River to I-80 (Phase 1)	\$42.70	\$36.00	\$2.00		\$2.00	\$2.00	\$6.70	\$10.00	
Long term S.R. 12 Major Investment Study (MIS) capacity improvements	\$105.00	\$0.00			\$0.00	\$0.00	\$3.30	\$0.00	
Totals (Millions)	\$3,921.41	\$813.09	\$256.30	\$144.20	\$263.90	\$277.80	\$277.80	\$354.90	\$144.20
Track 1 & ITIP Targets						277.8			144.2

100



DATE: April 30, 2004
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Status of Unmet Transit Needs Process for FY04/05

Background:

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

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

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

If the transit operators, the STA and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA article 8 claims for FY04/05. All TDA claims for local streets and roads are held by MTC until this process is completed.

Discussion:

MTC held its Unmet Transit Needs hearing for the FY04/05 TDA funding cycle on Thursday, November 6 at the Ulatis Community Center in Vacaville. MTC has compiled the comments received at the hearing and those received through other means through November 17, 2003.

The STA received MTC's list of comments the week of January 26 (see Attachment A). STA presented the comments to the Transit Consortium on January 28, 2004.

Following the meeting, the comments were distributed to the appropriate transit operator to draft a response to each of the issues. Over the past few months, STA staff has been working with the transit operators to fully develop and refine the responses to best address the issues raised to enhance the possibility of MTC finding there are no Unmet Transit Needs (see Attachment B). The attached responses were reviewed and recommended for approval by the Consortium and TAC at their April 28 meeting.

Financial Impact: None to the STA budget. The STA Board's approval of the Unmet Transit Needs responses will complete the necessary local element of MTC's process and expedite MTC's review and approval of Solano's local jurisdictions' FY04/05 TDA Claims for Streets and Roads.

Recommendations:

Approve the following:

1. Solano County responses to the Unmet Transit Needs Hearing for FY04/05 as shown in Attachment B.
2. Authorize the Executive Director to forward the coordinated Unmet Transit Needs response from Solano County for FY04/05 to MTC.

Attachments:

- A. MTC Unmet Transit Needs Letter and FY04/05 Issues
- B. FY04/05 Issues and Responses Table



METROPOLITAN
TRANSPORTATION
COMMISSION

ATTACHMENT A
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700
Tel.: 510.464.7700
TTY/TDD: 510.464.7769
Fax: 510.464.7848
e-mail: info@mtc.ca.gov
Web site: www.mtc.ca.gov

FEB 5 2004

January 27, 2004

Steve Kinsey, Chair
Marin County and Cities

Jon Rubin, Vice Chair
San Francisco Mayor's Appointee

Tom Ammianno
City and County of San Francisco

Irma L. Anderson
Cities of Contra Costa County

Tom Azambrodo
U.S. Department of Housing
and Urban Development

James T. Beall Jr.
Santa Clara County

Mark DeSautnier
Contra Costa County

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Scott Haggerty
Alameda County

Barbara Kaufman
San Francisco Bay Conservation
and Development Commission

Sue Lempert
Cities of San Mateo County

John McLemore
Cities of Santa Clara County

Michael D. Nevin
San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Pamela Torhatt
Association of Bay Area Governments

Sbarun Wright
Sonoma County and Cities

Shelia Young
Cities of Alameda County

Steve Heminger
Executive Director

Ann Flemer
Deputy Director/Operations

Therese W. McMillan
Deputy Director/Policy

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County on November 6, 2003, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2004-05 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the November 6th public hearing, and copies of all correspondence received by MTC pertinent to the Solano County unmet transit needs process. Attached to this letter is a summary list of the preliminary unmet transit needs issues identified as a result of the public participation process for Solano County.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Many of the comments made at the hearing or received by MTC are deemed to be minor or were not relevant to specific transit service and the use of TDA funding.

Listed on Attachment A are the preliminary issues that were raised at the November 6, 2003, Solano County Unmet Transit Needs hearing or through written comment received by MTC. This list represents any *relevant* comments made through this year's unmet transit needs hearing process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)

- Additionally, incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need unless public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that STA, working with the transit operators, can address these issues.
- Finally, issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. are not considered to be relevant to the unmet transit needs process. An exhaustive, complete record of the comments received can be found in other attachments to this letter.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in conjunction with staff members of the jurisdictions in the County. Please provide us with a *preliminary* evaluation of each of the issues listed in Attachment A below at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now through the fiscal year 2004-05; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards, or
4. that the study resulted in the identification of an alternative means of addressing the issue; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

"Substantive information" supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee as an unmet transit need subject to

Mr. Daryl Halls
January 27, 2004
Page 3

countywide planning and resolution prior to any allocation of TDA funds for streets and roads purposes.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's Programming and Allocations Committee (PAC) identifying those issues that the cities and County must address prior to MTC's consideration of FY 2004-2005 TDA fund requests for streets and roads purposes. We intend to present our recommendations to PAC. Receipt of your responses would be one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me at (510) 464-7837 if you have any questions or comments.

Sincerely,



Craig Goldblatt
Solano County Liaison

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner
Morrie Barr, City of Fairfield
Pam Belchamber, City of Vallejo
Dale Pfeiffer, City of Vacaville
Robert Souza, City of Benicia
Janet Koster, City of Dixon
Julie Pappa, City of Rio Vista
Gary Cullen, City of Suisun
Charles Jones, County of Solano
Ernest Bradford, Chair, Solano County PCC (c/o Jennifer Tongson, STA)

Attachment A: Issues raised at the November 6, 2003, Unmet Transit Needs Hearing or by Written Comment Received by MTC

Fixed Route Service Issues

1. The number of bus stops are insufficient on Route 20 operated by Fairfield-Suisun Transit between Fairfield and Vacaville. The number of stops in Vacaville is not sufficient. Specifically an additional stop in the vicinity of Browns Road is requested.
2. There is a need for service in Southhampton area in Benicia. Public transit was discontinued serving the South Hampton area (Benicia). Benicia discontinued transit service to this area. The concern was expressed that a significant number of low-income residents there no longer have access to transit services.
3. Buses are not frequent enough between Vallejo and Vacaville. Per testimony at the hearing, it can take between 2 and 2.5 hours to travel from Vallejo to the Eldridge Social Services Center in Vacaville, which is not reasonable.
4. Transit service is not frequent enough within Fairfield, and there no bus stop in reasonable proximity to the Fairfield READY Center. Headways are 60 minutes in Fairfield. Additionally, the walk from the bus stop is .75-1.00 miles, which is burdensome for disabled patrons or for any patron, if the weather is bad. A deviation of the route or a shuttle service is requested to provide direct service into the Ready Center. Additionally, it takes to much time to get back downtown from the READY Center due to the circuitous nature of the Fairfield-Suisun Transit route and the 60-minute headway.
5. Fairfield-Suisun Transit does not offer adequate evening or weekend service. Two requests were made to extend FST service into the evening hours (i.e. 8 or 9 p.m.) and to offer Sunday service.
6. Below are upgrades Requested for Vacaville City Coach Service:
 - #4 bus needs to go around, or much closer to the Leisure Town, City Hall Building.
 - Bus Service needs to run on Sundays, for at least 5-6 hours.
 - The #7 and #8 buses need to go to the California State Prison (CSP) state prison, which is on Peabody Road.
 - There is already a bus that goes down to the Correctional Medical Facility (CMF) State Prison. However there is no bus that takes patrons down to the main entrance, of CSP state prison. This is problematic for those wishing to make prison visits.

Paratransit Issues

7. Wheelchair access is More difficult on Vallejo Transit's new buses: Vallejo Transit's newer buses have aisles that are so narrow that it is difficult to for the disabled (wheelchairs) to get on and off. The bus driver now has to get off the bus and unload the chair from the side, causing longer dwell times.

General Issues

8. Need for a single fare card instrument for use on all the transit systems. A rider requested a universal fare card, which could be used on all Solano County transit systems.
9. Need for enhanced parking and lighting at the Curtola Parkway Park & Ride lot. The lot fills up by 7:30 a.m. There also needs to be lighting.

**FY04/05 UNMET TRANSIT NEEDS LIST:
Issues and Draft Responses
(04/28/04)**

	Unmet Transit Needs Comment	Lead Agency	Responses	100% Use of TDA for Transit
1.	<u>The number of bus stops are insufficient on Route 20 operated by Fairfield-Suisun Transit between Fairfield and Vacaville.</u> The number of stops in Vacaville is not sufficient. Specifically an additional stop in the vicinity of Brown Road is requested.	Fairfield Suisun Transit	Route 20 is an intercity service and is designed as a connector between Fairfield and Vacaville. Its main function is to serve the key passenger transfer points for Vacaville City Coach (downtown Vacaville) and Fairfield Suisun Transit (Solano Mall). Although it currently serves several points within Vacaville, the long term goal is to reduce the overall route length and number of bus stops, and convert it to a true express service. Service points within Vacaville are best accessed via Vacaville City Coach. Issue resolution: #3	Yes – Fairfield
108	<u>There is a need for service in Southhampton area in Benicia.</u> Public transit was discontinued serving the South Hampton area (Benicia). Benicia discontinued transit service to this area. The concern was expressed that a significant number of low-income residents there no longer have access to transit services.	Benicia Transit	Benicia Transit discontinued service to the Southampton area the summer of 2002. The transit service resources utilized for this low performing route were redeployed to a new Benicia Transit shuttle route (The Rocket) to the Benicia Industrial Park. The Rocket connected the Industrial Park to the fixed route service near downtown Benicia. This was in response to issues raised through the Solano Welfare to Work Transportation Advisory Committee. CalWORKS clients were unable to access jobs in the Benicia Industrial Park due to no fixed route transit service. Expectations were that service to the Benicia Industrial Park would be higher performing than the Southampton service. After a seven month trial and extensive marketing, performance remained low (less than 5 passengers per service hour) on the Benicia Rocket. The Benicia Rocket was discontinued and the resources saved allowed increased general public dial-a-ride service in Benicia. This general public dial-a-ride service is available to not only employees in the Benicia Industrial Park, but also to Southampton residents and other residents throughout the city. Issue resolution: #1	Yes – Benicia

ATTACHMENT B

**FY04/05 UNMET TRANSIT NEEDS LIST:
Issues and Draft Responses
(04/28/04)**

109	<p>3. <u>Buses are not frequent enough between Vallejo and Vacaville.</u> Per testimony at the hearing, it can take between 2 and 2.5 hours to travel from Vallejo to the Eldridge Social Services Center in Vacaville, which is not reasonable.</p>	<p>Solano Transportation Authority</p>	<p>The distance between downtown Vallejo to the Vacaville Eldridge Social Services Center in Vacaville is 26 miles and takes less than 2 hours on transit. The Eldridge Social Services Center is a fairly small collection of offices that are local in nature: City of Vacaville Community Services, Vacaville Housing Authority, Vacaville Family Resource Center, Vacaville Redevelopment Agency, local office of Salvation Army, and a local chapter of Napa Solano Head Start. Staffing for these agencies is small. Clients would primarily be from the local area and travel from Vallejo would be minimal.</p> <p>The most direct transit route is via three buses and involves 2 transfers. Each hour throughout the day, there is a series of buses and connections that makes the travel time for this trip less than 2 hours. Leaving Vallejo's York/Main downtown transfer location on Vallejo Transit Rt. 85 at 35 past the hour a rider would arrive at the Solano Mall at 25 past the hour (a 50 minute ride). At the Solano Mall five minutes later, a rider would board a Fairfield/Suisun Transit Rt. 20 bus on the half hour and arrive at Vacaville's downtown Transfer Center 25 minutes later or 5 minutes before the hour. After a 20-minute wait, a rider would board Vacaville City Coach at 15 minutes past the hour, travel for 2 minutes and arrive at the corner of Eldridge and Monte Vista which is 1-2 blocks from the Eldridge Social Services Center. The longest transfer of 20 minutes between Rt. 20 and City Coach Rt. 1 is very difficult to avoid. The Rt. 20 has a timed transfer in Fairfield and given the distance and time of the trip cannot make a timed transfer in Vacaville as well. The recent SRTP indicated that if frequency of Rt. 1 was increased from 60 to 30 minute headways, the incremental increase in farebox recovery would be only 13%, well below the standard of 20%.</p> <p>Rt. 20 between Fairfield and Vacaville operates on an hourly schedule. At some times during the day the Rt. 85 bus operates every half hour. If the "wrong" Rt. 85 bus is taken, there will be an extended wait at the</p>	<p>Yes - Vallejo Yes - Fairfield No - Vacaville</p>
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**FY04/05 UNMET TRANSIT NEEDS LIST:
Issues and Draft Responses
(04/28/04)**

			Solano Mall transfer point which will make the entire journey longer and may be the situation that occurred to the author of this comment. Issue Resolution: #3		
110	4.	<u>Transit service is not frequent enough within Fairfield, and there no bus stop in reasonable proximity to the Fairfield READY Center.</u> Headways are 60 minutes in Fairfield. Additionally, the walk from the bus stop is .75-1.00 miles, which is burdensome for disabled patrons or for any patron, if the weather is bad. A deviation of the route or a shuttle service is requested to provide direct service into the Ready Center. Additionally, it takes to much time to get back downtown from the READY Center due to the circuitous nature of the Fairfield-Suisun Transit route and the 60-minute headway.	Fairfield Suisun Transit	As the local bus system has matured, the system's average headway has improved from more than 60 minutes to 30 minutes. The most recent changes occurred on February 16, 2004 when the frequency of four routes (Routes 1, 2, 3, 5 and 6) was increased to provide 30 minute headways. This was done by adding buses (Routes 1, 3 and 5), filling in time gaps (Routes 2, 5 and 6) in the schedule, and adding a reverse direction (Route 1) bus. Regarding the Fairfield READY Center. This facility is served by Route 4 every 45 minutes. The nearest bus stop (located on Claybank Road) is .2 miles away. As the Center is located along a cul-de-sac where it is difficult to turnaround a full-size bus, closer access via fixed route service is extremely difficult. This distance agrees with the FST system's "geographic coverage" standard defined in FST's SRTP as providing service within 0.25 miles walking distance of 85 percent or more of the population. Issue resolution: #3	Yes- Fairfield No – Suisun City
	5.	<u>Fairfield-Suisun Transit does not offer adequate evening or weekend service.</u> Two requests were made to extend FST service into the evening hours (i.e. 8 or 9 p.m.) and to offer Sunday service.	Fairfield Suisun Transit	In February 2004, service was increased on local routes throughout the system as described in detail above. Based on an analysis of when the system was most productive, service was allocated to the midday period rather than the evening. Time of day data indicates that performance significantly decreases after 5:30pm. FST will continue to analyze the potential demand for evening service. Planning is beginning to determine the financial capability of implementing some	Yes – Fairfield No – Suisun City

**FY04/05 UNMET TRANSIT NEEDS LIST:
Issues and Draft Responses
(04/28/04)**

			<p>evening service in FY04/05. Another mechanism for monitoring the potential demand will be through the planned implementation of an evening hours contracted taxi service for CalWORKS clients in FY04/05.</p> <p>Issue resolution: #2</p>	
111	<p>6. <u>Below are upgrades Requested for Vacaville City Coach Service:</u></p> <ul style="list-style-type: none"> • #4 bus needs to go around, or much closer to the Leisure Town, City Hall Building. • Bus Service needs to run on Sundays, for at least 5-6 hours. • The #7 and #8 buses need to go to the California State Prison (CSP) state prison, which is on Peabody Road. • There is already a bus that goes down to the Correctional Medical Facility (CMF) State Prison. However there is no bus that takes patrons down to the main entrance, of CSP state prison. This is 	<p>Vacaville City Coach</p>	<p>City Coach Route 4 has been evaluated and discussed in our Dec 2003 Short Range Transit Plan. During spring 2004, there will be adjustments to Route 4. However, Route 4 will not travel any closer to Leisure Town Hall than it presently does. The re-route of this bus to Leisure Town Hall is not warranted either by rider significant interest or by the additional time necessitated to extend this route segment. The segment of Route 4 that will be extended by June 2004 is expected to serve a much larger population and is attainable within the one-hour headway allotted to each route. If a rider is unable to walk from the nearest bus stop to Leisure Town Hall (Leisure Gardens), they may utilize our Special Services paratransit program for seniors and the disabled, if registered. Many individuals in the age-restricted Leisure Town housing development qualify for Special Services.</p> <p>Based upon the analysis conducted by the transportation consulting firm employed to prepare our 2003-2014 Short Range Transit Plan, it is not feasible to provide extended weekday or Sunday service. The study conducted by LSC Transportation Consultants, Inc considered 3 alternatives for providing Sunday transportation via fixed-route, fixed-route and Paratransit, and Paratransit only services. The performance of these options were all very low ranging from 9% to 3% farebox recovery. Implementing such low performing service would jeopardize the systemwide farebox recovery rate.</p> <p>Service along Peabody Road, past the two prisons, was provided for two years (1997-1999). This route was intended to serve as a connector</p>	<p>No - Vacaville</p>

**FY04/05 UNMET TRANSIT NEEDS LIST:
Issues and Draft Responses
(04/28/04)**

	state prison. This is problematic for those wishing to make prison visits.		route between Vacaville and Travis AFB. Incentives such as discounted fares and free rides were offered. After 18 months, weekend service was discontinued; in Sep 1999 the route was terminated due to extremely poor usage. Along the entire route, ridership averaged less than 2.2 passengers per hour. At present, there does not appear to be sufficient interest to support adding a route segment that would serve either prison. If service was provided to the prison, correctional facility security procedures require the bus to stop approximately 3/10 of a mile from the main campus to off load passengers. Transportation to the prisons is available via local taxi services. Special Services (local paratransit for seniors and disabled) would fall under the same internal security requirements as a fixed route. Issue resolution: #2	
17.	<u>Wheelchair access is More difficult on Vallejo Transit's new buses:</u> Vallejo Transit's newer buses have aisles that are so narrow that it is difficult to for the disabled (wheelchairs) to get on and off. The bus driver now has to get off the bus and unload the chair from the side, causing longer dwell times.	Vallejo Transit	The dwell times are a few minutes longer and the driver is required to get off the bus and assist the passenger w/ loading. The aisle width has not been an issue as the wheelchair passenger is secured at the point at which they board the bus. These buses were purchased as part of MTC's Bay Area wide Regional Express Bus program. To get the best price, this was a cooperative effort among 13 transit agencies. One of the primary goals was to secure more seating with over the road coaches. Although some details of the buses could be varied per the request of a transit agency, aisle width was not one of the options. Issue resolution: #3	Yes - Vallejo
8.	<u>Need for a single fare card instrument for use on all the transit systems.</u> A rider requested a universal fare card, which could be used on all Solano County transit	Solano Transportation Authority	The Metropolitan Transportation Commission (MTC) is developing a single electronic fare card mechanism that could be used by not only all Solano County transit systems, but all transit operators throughout the Bay Area. TransLink is the mechanism. It has completed an initial BETA test on a number of transit operators throughout the Bay Area representing bus, rail, ferry and Paratransit operators. The TransLink	N/A

**FY04/05 UNMET TRANSIT NEEDS LIST:
Issues and Draft Responses
(04/28/04)**

	systems.		implementation plan includes incorporating Solano operators in a multi-year phasing plan. Issue resolution: #4	
9.	<u>Need for enhanced parking and lighting at the Curtola Parkway Park & Ride lot.</u> The lot fills up by 7:30 a.m. There also needs to be lighting.	Vallejo Transit	Vallejo Transit uses 100% of its TDA funds for transit operating expenses. The Curtola Park and Ride lot is one of a few high priority capital projects needed by Vallejo Transit. Passage of RM2 provides a new funding source for the Curtola PNR. The Curtola PNR is one of four Solano transit capital projects that are eligible for RM2 funds. The Countywide Transportation Comprehensive Plan identifies the Curtola Park and Ride to be improved to a multi-story parking structure. It is partially located on State property. CalTrans also has it at the top of their Solano County project list, building a four story parking garage at this location. RM2 funds are in the process of being secured to begin Engineering and Design work in FY04/05. Construction will depend upon the timing and allocation of the remainder of the RM2 and various other regional and state funds. Issue resolution: #2	Yes - Vallejo

113



DATE: April 29, 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. On April 14, 2004, the STA Board amended its priorities and platform to reflect the passage of RM 2 and intensified efforts to modify federal statute, Title 23, that prohibits the use of revenues from federalized bridges to be used for transit operations.

Discussion:

This month's legislative report includes one bill pertaining to Public Agency Liability.

AB 2737 (Dutra) - Support Public Agency Liability

This bill would reverse the California State Supreme Court decision that expanded public agencies' liability regarding unsafe property. See Attachment A for analysis.

The policy related to AB 2737 is addressed by the STA 2004 Legislative Platform Section VI, Item

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

Recommendation:

Approve the following:

1. AB 2737 - Support

Attachment: A – Analysis of AB 2737
B – AB 2737
C – Legislative Matrix – May 2004
D – Legislative Priorities and Platform – Amended April 14, 2004

STA Legislative Analysis

Legislation: AB 2737 - Public Agency Liability
(Introduced by Assembly Member Dutra)

Background:

In a landmark 2003 decision, *Bonanno vs. Central Contra Costa Transit Authority*, handed down by the California Supreme Court, public agencies may now be held liable for injuries occurring on property over which the public agency has no ownership or control. The decision will cause public agencies to conduct countless studies reviewing properties "adjacent" to their facilities if relocating or removing a facility would make them marginally safer. Specifically, if a public agency puts its property to use that asks the public to come, the public agency can be held liable to a person injured by a hazard encountered en route, even though the public entity neither owns or controls the hazardous property. This means that the public agency would be required to be responsible for insuring that all routes traveled to their properties are safe.

AB 2737 has been introduced to clarify that a public agency should not be held liable for a dangerous condition on a third party's property that it is powerless to remedy. The bill clarifies the law which holds that a public agency is not liable for dangerous conditions that exist on roads or sidewalks that are neither owned nor controlled by the agency but are adjacent to lead to their property.

Solano County Impact:

Without legislative action, public agencies will have to conduct countless studies reviewing properties that may be close to their facilities to decide if relocating or removing a facility would make travel to them safer. This duty to examine nearby properties would have no apparent end. This responsibility applies to all public agencies whose property is open to the public. The STA, transit operators and Solano County public agencies will be burdened with increased legal costs, costly verdicts and expensive reviews of properties.

Recommendation:

Staff recommends a support position on AB 2737.

BILL NUMBER: AB 2737 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY APRIL 22, 2004

INTRODUCED BY Assembly Member Dutra

FEBRUARY 20, 2004

An act to add Section 831.10 to the Government Code, relating to governmental tort liability.

LEGISLATIVE COUNSEL'S DIGEST

AB 2737, as amended, Dutra. Government tort liability.

Existing law provides that a public entity, public employee, or a grantor of a public easement to a public entity for any of the following purposes, is not liable for an injury caused by a condition of any unpaved road that provides access to recreational or scenic areas and that is not a public street or highway, as specified, a trail used for the above purposes, or a paved trail, walkway, path, or sidewalk on an easement of way, that has been granted to a public entity, which easement provides access to any unimproved property, as specified.

Existing law also provides that neither a public entity nor a public employee is liable for an injury caused by the effect on the use of streets and highways of weather conditions as such, except as specified.

This bill would further provide that neither a public entity nor a public employee is liable for an injury caused by the location of, the condition of, existing upon, or that occurs on, a street, highway, road, sidewalk, or other access adjacent to or leading to or from public property not owned or controlled by the public entity, ~~unless the public entity itself owns or controls the street, highway, road, sidewalk, or other access.~~ ~~The bill would also provide that neither a public entity nor a public employee is liable by reason of constructing or locating public property or public facilities of the public entity adjacent to a street, highway, road, sidewalk, or other access.~~

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

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

SECTION 1. Section 831.10 is added to the Government Code, to read:

831.10. Neither a public entity nor a public employee is liable for an injury caused by the location of, the condition of, existing upon, or that occurs on, a street, highway, road, sidewalk, or other access adjacent to, or leading to or from, public property not owned or ~~controlled by that public entity,~~ ~~unless the public entity itself owns or controls the street, highway, road, sidewalk, or other access.~~ ~~Neither a public entity nor a public employee is liable by reason of constructing or locating public property or public facilities of the public entity adjacent to a street, highway, road, sidewalk, or other access.~~

controlled by that public entity.

Solano Transportation Authority
Legislative Matrix
May 2004

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 1/4 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 third time – amended and to third reading.	
AB 2737 (Dutra) Government Tort Liability	This bill would provide that neither a public entity nor a public employee is liable for an injury caused by the <i>location of, condition of, existing upon, or that occurs on, a street, highway, road, sidewalk, or other access adjacent to or leading to or from public property not owned or controlled by the public entity, unless the public entity itself owns or controls the street, highway, road, sidewalk, or other access.</i> The bill would also provide that neither a public entity nor a public employee is liable by reason of constructing or locating public property or public facilities of the public entity. <i>(Amended 4/22/04)</i>	ASM Judiciary Referred to Committee on Judiciary (hearing date 5/4/04)	
AB 2741 (Salinas/Wolk) Metropolitan Transportation Commission: Composition	This bill increases the number of commissioners representing Alameda and Santa Clara Counties from two each to three each. Provides that the mayor of Oakland and the mayor of San Jose shall appoint the third member for Alameda and Santa Clara respectively.	ASM Local Government (hearing canceled at the request of the author)	
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 Re-referred to Committee on Transportation (hearing date 5/03/04)	Watch

ATTACHMENT C

AB 2908 (Wolk) Metropolitan Transportation Commission: Composition	This bill increases the number of commissioners representing Alameda and Santa Clara Counties from two each to three each. The bill provides that the mayor of Oakland and the mayor of San Jose appoint the third member for Alameda and Santa Clara respectively.	ASM Transportation Committee and Local Government	
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 (hearing canceled at the request of the author)	Support
ACA 24 (Dutra) Transportation Investment Fund - Loans 120	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 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.	ASM Re-referred to Committee on Transportation, Elections and Reapportionment and Constitutional Amendments and Appropriations (hearing date 5/4/04)	Support
ACA 29 (Harman, Lowenthal, and Richman – Coauthors: Bates, Benoit, Berg, Canciamilla, Daucher, Dutra, Shirley, Horton, LaMalfa, Liu, Mathews Negrete, McLeod, Plescia, and Wolk) Transportation	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 Re-referred to Committee on Transportation, Elections and Reapportionment and Appropriations	Support

Investment Fund			
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 Failed passage in committee	Watch

Solano Transportation Authority 2004 Legislative Priorities and Platform

***Amended
April 14, 2004***

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.
7. Support efforts to amend Title 23 that prohibits the use of revenues from "federalized bridges" for transit operations.

** 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.

2004 STA LEGISLATIVE PLATFORM

II. Americans with Disabilities Act

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

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

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

IV. Congestion Management

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

V. Employee Relations

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

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.

2004 STA LEGISLATIVE PLATFORM

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

2004 STA LEGISLATIVE PLATFORM

other than the State Highway Account for local street and road maintenance and repairs.

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

VI. Liability

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

VII. Paratransit

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

VIII. Project Delivery

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

2004 STA LEGISLATIVE PLATFORM

expand Vallejo Baylink ferry and express bus operations and fund Intermodal stations in support of this service.

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.



DATE: May 3, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: County Transportation Expenditure Plan Update

Background:

On December 10, 2003, the STA Board provided direction to staff to initiate the process for the development of a Countywide Transportation Expenditure Plan (CTEP), specifically the recommendations outlined in a consultant report prepared by consultant D.J. Smith. On January 14, 2004, the STA Board approved a series of recommendations developed by the Board's Local Funding Subcommittee and STA staff. At the meeting, the Board approved the recommendation of the Local Funding Subcommittee to move forward on the initiation of the development of a County Transportation Expenditure Plan (CTEP) by requesting the Solano County Board of Supervisors form the Solano Transportation Improvement Authority (STIA), consistent with the state statutes pertaining to the formation of a Local Transportation Authority (LTA). In addition, the Board approved authorizing staff to retain three separate consultants to assist the STIA Board in the development of the expenditure plan and public information, updating the Programmatic EIR for the CTEP, and providing specialized legal services.

On February 3, 2004, the Solano County Board of Supervisors unanimously approved the formation of the STIA and on February 11th, the new STIA Board members were sworn in and the agency's initial organizational meeting was held.

On March 10, 2004, the STIA Board reviewed draft 30 year revenue projections and project cost estimates for a list of projects that received a positive response from potential likely Solano County voters based on public opinion poll conducted in November of 2003. At the same meeting, the STIA Board approved the public input process and the composition for a 50 member plus Citizen's Advisory Committee. In March, the TAC appointed Morrie Barr, City of Fairfield, as the TAC representative to the Citizen's Advisory Committee and STA staff and D.J. Smith reviewed the results of a privately funded public opinion poll focused on transportation. At the meeting, the consultant noted that a particular focus will be on voter receptivity to the local and regional projects contained in the questionnaire. Pam Belchamber, Vallejo Transit, was appointed by the Inter-city Transit Consortium to represent the transit operators. A summary of the STIA Board's action on April 14th has been included with the TAC agenda.

Discussion:

This month, staff began to implement the process for development of the expenditure plan as outlined by the STIA Board. Eight separate community meetings (one in each city and a separate meeting for the Cordelia area) and three meetings of the STIA's Citizens Advisory Committee (CAC) have been scheduled as part of the development of the transportation

expenditure plan. A summary of the public input provided at these meetings will be presented to the STIA Board on May 12th. Staff is currently reviewing the cost estimates and funding needs for each of the projects being considered for inclusion in the CTEP. Based on the current schedule, staff is working to complete the draft County Transportation Expenditure Plan (CTEP) for consideration by the STIA Board at a special meeting in late May.

Recommendation:

Informational

Attachments:

- A. Timeline and public input process for CTEP
- B. Updated Schedule for CAC and Community Meetings



**CTEP PROCESS
DRAFT 03/03/2004**

COMMITTEE/TASK	FEB.	MARCH	APRIL	MAY	JUNE	JULY	AUG.
Local Funding Subcommittee		03/03/2004	04/07/2004 05/05/2004	Special STIA Mtg.	06/02/2004	07/07/2004	
STIA Board Legal Steps	2/11/04 Form LTA	3/10/04	4/14/04 EIR Hearing	05/12/2004	06/09/2004 Ordinance adopted by STIA-EIR Adopted	07/14/2004 Ordinance adopted by Board of Supervisors	08/11/2004 Aug. 6 to Ballot. Deadline ballot language and impartial analysis
Administration/Consultants		Project Costs and Revenue Estimates Developed	Retain Public Input Consultant				
Public Input Process							
Citizen Advisory Committee 7 City Community Groups		Formed by STIA	04/23/2004 7 City Community Mtgs. Held	05-07-04, 05/21/04			
Expenditure Plan EIR Oversight Committee		Consultant Retained. Start EIR Process	Initial Options Developed. Public Scoping Meeting Options Considered	CTEP Adopted by STIA Option Selected	Adopted by Cities and County Adopt EIR (30 days prior to Board of Sup. Action) Oversight Committee Formed	Oversight Committee Sworn In	Rebuttal Arguments

131
92

04/20/2004 KC

ATTACHMENT A

CITIZEN'S ADVISORY COMMITTEE (CAC)

Date	Mtg.	Time	Location	Event Coordinator	Persons
Friday, 4/23/04	CAC	12:00p-2:30p	Jelly Belly One Jelly Belly Lane Fairfield, CA 94533	Terri Wood T. (707) 399-2291 F. (707) 399-2285 E. twood@jellybelly.com	50
Friday, 5/7/04	CAC	12:00p-2:30p	Holiday Inn-Vallejo 1000 Fairgrounds Vallejo, CA 94589	Thomas Carrion Jr. T. (707) 644-1200 F. (707) 643-7011	50
Friday, 5/21/04	CAC	12:00p-2:30p	Travis Credit Union 2020 Harbison Drive Vacaville, CA 95688	JoAnn @ Travis T. (707) 469-1680 Kathy @ Tormey's T. (707) 469-8676	50

PUBLIC INPUT

Date	Mtg.	Time	Location	Coordinator
Tuesday, 4/13/04	SC	7:00p	SS Community Center 611 Village Dr. SS, CA 94585 T. (707) 421-7200	Steve Baker
Thursday, 4-22-04	Dixon	7:00p	Dixon Sr. Center 201 S 5th St. Dixon, CA T. 707-678-7022	
Thursday, 4-26-04	Benicia	7:00p	Commission Room Benicia City Hall 250 East L St. Benicia, CA 707.746.4210	Jim Erickson
Weds. , 4-28-04	Cordelia	7:00p	Nelda Mundy Sch. 570 Vintage Valley Dr. Fairfield, CA 707- 863-7920	Morrie Barr and Nancy Huston
Weds. 5-5-04	FF	7:00p	FF Com. Ctr 1000 Kentucky St. Fairfield, CA 94533 T. 707.428.7435	Morrie Barr and Nancy Huston
Monday, 5-10-04	Vacaville	7:00p	Ulatis Community Ctr. 1000 Ulatis Dr. VV, CA T-707-449-6214	Dale Pfeiffer
Monday, 5/10/04	Rio Vista	7:00p	White School 500 Elm Way, Rio Vista, CA T. 707-374-5335	
Monday, 5-17-04	Vallejo	7:00p	JFK Memorial Library 505 Santa Clara Street. Vallejo, CA 94590	Jean Miller



DATE: May 3, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Status Report on Solano Comprehensive Transportation Plan

Background:

The update of the Solano Comprehensive Transportation Plan (CTP) continues to move forward. Presentations on recently completed special studies (I-80/680/780 Corridor Study, I-80/680/780 Transit Corridor Study, Senior and Disabled Transit Study and Streets and Roads Pavement Needs) have been scheduled (or already provided) at each of the City Councils and Board of Supervisors. Updated needs assessments and Transportation for Livable Community (TLC) candidate projects have been submitted by member jurisdictions for incorporation into the updated CTP. The draft Countywide Bicycle Plan Update has been completed and the new Countywide Pedestrian Plan is underway

Three STA Committees are providing policy input on each of the major CTP elements including:

- Arterials, Highways and Freeways
- Intercity Transit
- Alternative Modes (including the new Transportation for Livable Communities Plan)

During the spring of 2004, each of the committees will be meeting at least one more time to review the status of various studies and projects that will be incorporated into the updated CTP.

Discussion:

The following CTP Committee meetings are currently scheduled:

Alternative Modes: May 20, 2004, 10:00 a.m.

Arterials, Highways and Freeways: May 27, 2004, 9:00 a.m.

Transit: June 7, 2004, 9:00 a.m.

A preliminary draft of the pertinent CTP element(s) that each committee is responsible for reviewing will be provided for comments at the next committee meeting. The draft CTP will be forwarded for review and comments at the August 25, 2004 TAC and the September 8, 2004 STA Board meeting. Copies will be made available on the STA web site and be provided to various agencies and individuals for public comments. Approval of the CTP Update is scheduled for the October, 8, 2004 STA Board meeting.

Fiscal Impact:
None

Recommendation:
Informational



DATE: May 3, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects

Background:

The Solano County Congestion Management Program (CMP) requires the STA to review all member agency general plan amendments and/or environmental impact documents for development projects that are not included in the currently adopted CMP model. For any amendments not included in the model, the STA may require the applicant to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the Level of Service (LOS) standards of the CMP be exceeded as a result of the new unanticipated projects, the STA can require a deficiency plan be prepared to mitigate the additional impacts on the countywide CMP system.

Discussion:

During the past few months, the STA staff has been reviewing two new development projects state for consistency with the Solano Congestion Management Program (CMP). These projects are in various stages of general plan amendment and/or environmental study. The projects under CMP review are included in Attachment A

STA staff is currently reviewing these projects and has either had a meeting with the city and/or developer or submitted a comment letter requesting a special modeling run per the stipulation of the CMP. If warranted, the sponsor will be required to pay for a special traffic modeling run to determine the actual impacts on the CMP network.

In addition, there are other future large projects the STA staff is aware of and plans to monitor and evaluate for CMP consistency as additional information becomes available (Attachment B).

On a quarterly basis, STA staff plans to continue to provide updates to the STA Board, TAC, and the Solano City and County Planners Group on the status and consistency of any additional major new proposed projects that require a general plan amendment and/or CMP model run and analysis.

Fiscal Impact:

None

Recommendation:

Informational

Attachments:

- A. CMP Consistency Review
- B. Future EIR or General Plan Review

CMP Consistency Review

Jurisdiction	Project	Location	Review Status
Dixon	Dixon Downs/office project	North Dixon Area near I-80	Draft EIR is under development and has not yet been received by STA; STA letter requesting special model run sent November 19, 2003.
Vacaville	Lagoon Valley	South Vacaville area/I-80	Draft EIR received by STA in March 2004; STA letter requesting special model run sent April 19, 2004.

Future EIR or General Plan Review

Jurisdiction	Project	Location	Review Status
Fairfield	The Villages at Fairfield	N. side Air Base Parkway, between Clay Bank Road and Peabody Road	STA has not yet received a Draft EIR or General plan Amendment for review.
Rio Vista	Del Rio Hills	South of S.R. 12/E. of Church Road	Special modeling run was conducted by the STA; STA has not yet received a Draft EIR or General Plan Amendment for review.
Vallejo	The Mills Company	Fairgrounds Drive and Turner Avenue	STA has not yet received a Draft EIR or General Plan Amendment for review.



DATE: April 30, 2004
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Regional Measure 2 (RM2) Impact on FasTrak Program

Background:

FasTrak is the electronic toll collection program used on Bay Area State-owned bridges as well as the Golden Gate Bridge. Although the FasTrak system is used by both, there have been separate customer service centers and regular users of the Golden Gate Bridge are encouraged to secure a FasTrak transponder from the Golden Gate FasTrak Customer Service Center.

Effective April 2004, the Bay Area Toll Authority (BATA) began to oversee the FasTrak Customer Center that handles State-owned bridges in the Bay Area. This was previously run by Caltrans. The Caltrans and the Golden Gate FasTrak Customer Service Centers will be merged in 2005 and run by the Bay Area Toll Authority (BATA).

With the passage of Regional Measure 2 in March 2004, the Caltrans bridge tolls will increase from \$2 to \$3 on July 1, 2004. At that time or soon after, a number of other changes related to FasTrak will be implemented.

Discussion:

As a means to reduce congestion, BATA approved three actions to modify FasTrak to promote increased usage of FasTrak on State-owned bridges. These three actions are: 1) offer a \$1 discount for two-axle vehicles using the FasTrak system for a four-month period; 2) add more FasTrak lanes on five of the seven bridges; and 3) allow people to open a FasTrak account online.

The temporary discount for FasTrak for two-axle vehicles (cars) would be in effect for a four month period: July 1 through October 31, 2004. This discount would encourage more motorists to sign up for a FasTrak account, reduce wait times at bridge toll plazas and thus speed the flow of traffic. A FasTrak only lane can handle almost three times as many vehicles per hour as a lane in which tolls are collected manually. Currently, 30% of motorists crossing State-owned bridges during the peak period use FasTrak. In comparison, 70% of morning peak period motorists on the Golden Gate Bridge use FasTrak where there are virtually no delays at the toll plaza now during the morning commute. More information on the proposal and information regarding the new tolls for vehicles with three or more axles such as buses and trucks are in Attachment A.

Currently all State-owned toll bridges in the Bay Area have at least one dedicated FasTrak lane. To accommodate an increase in FasTrak users, additional FasTrak dedicated toll lanes will be added to all State-owned bridges except the Antioch and the Carquinez bridges. On the Benicia Bridge, the one FasTrak dedicated lane is currently Lane 6. A second FasTrak only lane (Lane 5) will be added in August 2004 (see Attachment B). Once past the toll plaza, both of these lanes allow vehicles to travel on I-680 or I-780. There will be no changes on the Carquinez Bridge until the deck rehabilitation work on the eastbound span is completed. This bridge currently has one FasTrak dedicated lane. On the Bay Bridge, the two dedicated FasTrak lanes will be joined by a third lane which will be most convenient for I-880 northbound commuters, but also reduce current merging mid-plaza with I-80 westbound commuters.

Recommendation:

Informational

Attachments:

- A. Proposed Temporary Bridge Toll Discount
- B. Benicia Bridge Proposed Toll Plaza



FACT SHEET

Proposed Temporary Bridge Toll Discount

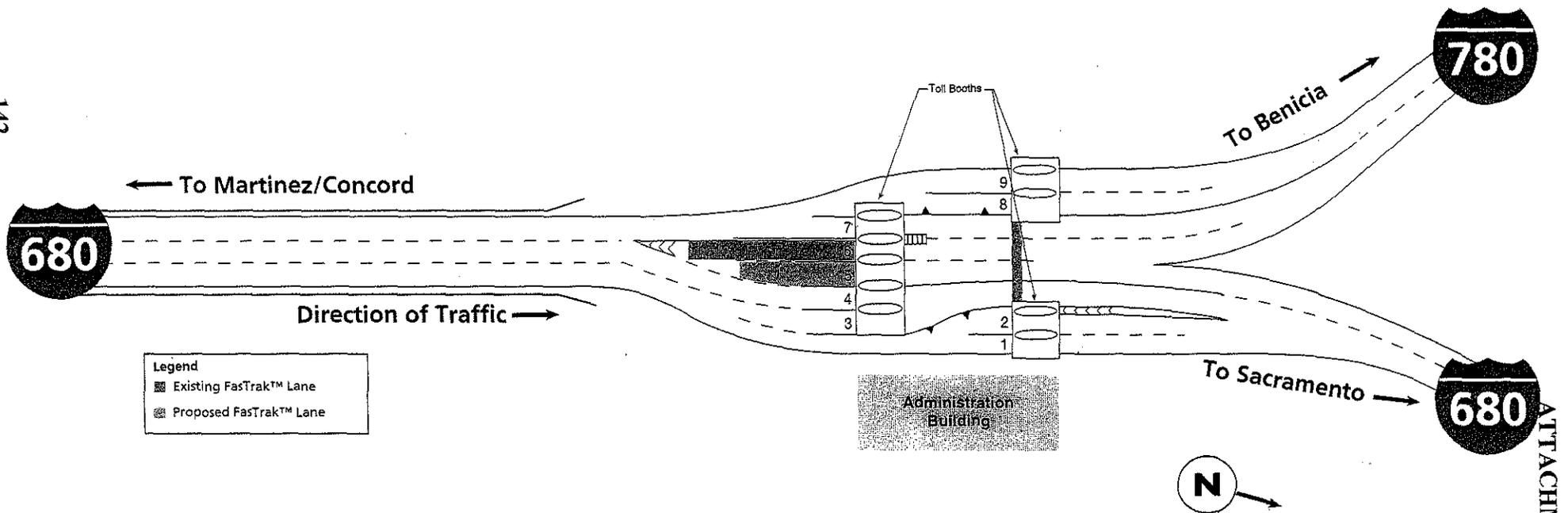
- Toll Discount** The Bay Area Toll Authority (BATA) will hold a public hearing on April 14, 2004, to receive public testimony on a proposed temporary \$1 toll discount for two-axle vehicles using the FasTrak™ electronic toll collection system on the seven state-owned bridges. *(The seven bridges are the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Mateo-Hayward and San Francisco-Oakland Bay bridges. The discount proposal does not include the Golden Gate Bridge.)*
- Time Period** The proposed discount would take effect on July 1, 2004, and be in place for a four-month period ending Oct. 31, 2004.
- Purpose** Such a discount would encourage more motorists to sign up for a FasTrak™ account, which would, in turn, allow for more FasTrak™-only lanes on the bridges, and reduce backups at the toll plazas by speeding the flow of traffic past the tollbooths. The proposed discount will be temporary because a longer discount period would have a greater impact on the amount of toll revenues collected, which could affect the funding and delivery of the projects approved by Bay Area voters as part of Regional Measure 2, which raised tolls on the state-owned bridges by \$1 effective July 1, 2004.
- Eligibility** The discount will apply to both new and existing FasTrak™ users who cross any of the seven state-owned toll bridges, but not those using the Golden Gate Bridge. (The Golden Gate Bridge currently offers FasTrak™ users a \$1 discount on a \$5 toll.)
- Toll Increase** BATA is required to amend the existing toll schedule for the seven state-owned bridges as a result of voter approval of Regional Measure 2 on March 2, 2004. The ballot measure raised the tolls on the seven state-owned bridges in the San Francisco Bay Area to fund a package of transportation improvements in bridge corridors around the region.
- The new tolls will affect all vehicle classes. The toll for two-axle vehicles will be \$3; three-axle vehicles, \$5; four-axle vehicles, \$7.25; five axles, \$10.25; six axles, \$11; and for vehicles with seven axles or more, \$12.50. (The toll increase does not apply to the Golden Gate Bridge.)
- Setting
Bridge Tolls** The toll schedule for the seven state-owned bridges is set by the state Legislature and BATA. Tolls for the Golden Gate Bridge are set—in accordance with state law—by the policy board of the Golden Gate, Bridge, Highway and Transportation District, a special district established by the state of California to operate the Golden Gate Bridge.
- Bay Area Toll
Authority** BATA was created by the California Legislature to administer the base toll revenues generated by the Bay Area's seven state-owned toll bridges. In January 1998, MTC—the transportation planning, financing and coordinating agency for the nine-county region—began operations as BATA. For more information about BATA, go to www.mtc.ca.gov/bata.

April 14, 2004

New FasTrak™ Lane at Benicia-Martinez Bridge Toll Plaza

Scheduled Opening: August 2004

142



ATTACHMENT B



DATE: April 30, 2004
TO: STA Board of Directors
FROM: Mike Duncan, Director of Projects
RE: Benicia-Martinez Bridge Update

Background:

The new span of the Benicia-Martinez Bridge has been under construction by Caltrans since late 2001. The new bridge is located just east of the existing span and will provide five lanes for northbound I-680 traffic. The existing span will be modified to carry four lanes of southbound I-680 traffic and will also have a bicycle/pedestrian lane. The project will expand capacity of the bridge by 50% and will expand the toll plaza from nine lanes to a total of 17 lanes.

The Benicia-Martinez Bridge project is being constructed under four main contracts: 1) New Main Span, 2) I-680/I-780 Interchange in Solano County, 3) I-680/Marina Vista Interchange in Contra Costa County, and 4) New Toll Plaza and Administration Building. All components of the project are under construction.

In 2002, construction of the main span was delayed due to fish being killed by the high sound levels generated by the pile driving operations. Since early 2003, pile driving has resumed utilizing an innovative air bubble curtain noise containment system developed by Caltrans under a revised Biological Permit between Caltrans and regulatory agencies. The current estimate for construction completion is late 2006.

Discussion:

The resultant delay and costs for developing and implementing the air bubble system and cost increases on other parts of the project have decreased the project contingency to \$30.1 million on the \$652.8 million project. Recently, Caltrans requested \$6.4M for contract change orders on the I-680/Marina Vista Interchange for handling and disposal of contaminated soil not previously identified on the project site. Additionally, Caltrans requested \$2.9M for changes to the canopy system for the toll plaza due to a structural design error that caused the canopy to deflect beyond allowable tolerances. These change orders further reduce the contingency to only \$20.8 million. The small remaining contingency impacts available contingency funds for the remaining construction.

The main span portion of the project is experiencing a number of construction problems that have significantly raised costs and delayed project completion. Caltrans is working closely with the project contractor to resolve a number of issues and the project is proceeding; however, there are a number of outstanding issues that Caltrans and the contractor are still evaluating and attempting to resolve.

Caltrans is continuing to negotiate with the contractor on the main span to determine the time span and costs for completing the work on the main span. These negotiations are expected to be complete by the end of April. Based upon these results of these negotiations, Caltrans and the Bay Area Toll Authority (BATA) are expected to present a plan for completing the project, an estimate of the cost overruns and change orders, and a funding plan to cover the increased costs of the project.

Although the magnitude of these cost overruns will not be known until after Caltrans completes the ongoing negotiations, they may be substantial. Initial indications are the additional costs will be approximately \$100M, primarily due to construction delays and increases in material costs. The current total estimate for all four projects is \$904M. The additional costs currently under negotiations between Caltrans and the bridge contractor may increase the total estimated costs for the Benicia-Martinez Bridge project to over \$1 billion.

Recommendations:
Informational.



DATE: April 30, 2004
TO: STA Board of Directors
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. 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.

The STA Board of Directors removed Option 2 from further consideration since a location on I-80 at Lagoon Valley does not provide significant traffic operations improvements over Option 1 and would require an additional set of scales.

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
- Business, Transportation and Housing Agency – May 19th

Discussion:

STA staff continues to work with staff from the California Highway Patrol (CHP) and Caltrans (District 4 and Headquarters), as well as project consultants, to investigate the following items:

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.

Caltrans, CHP and STA staff continue to evaluate whether new and evolving technologies may be used to improve operations for truck scales while also reducing the number of trucks required to enter the facilities, thus reducing the overall size of the facilities (including entrance and exit ramps). The following technologies/programs are potential candidates for integration into future truck scales and inspection facilities:

- 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.
- Enhanced inspections to detect potential safety and security problems
- Enhanced 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.

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. Mark Thomas/Nolte Joint Venture (JV), the primary consultant on the I-80/I-680/SR 12 Interchange project, is currently evaluating an interchange design using shorter ramps and possibly two "sorters" for the ramps. The JV will determine the capacity of a scales facility with shorter ramps and the total costs to construct the facilities, including the additional costs to the I-80/I-680/SR 12 Interchange project if the scales remain in the interchange. The information regarding capacity based upon physical constraints will help decision makers reevaluate the design criteria currently being used to design the scales facilities to determine if a facility can be built that will not service all trucks, but will provide adequate safety, security and weight enforcement.

At their request, staff has scheduled a meeting in mid-May with senior staff from the Business, Transportation and Housing Agency and Caltrans Headquarters to discuss the truck scales, the issues currently under evaluation, and the steps needed for the State to determine the future location and configuration of replacement scales for the Cordelia facilities in order for the Environmental Documents for the I-80/I-680/SR 12 Interchange and North Connector projects to proceed without further delay.

The STA Arterials, Highways and Freeways Committee established a goal to have the Study completed and forwarded to the State by mid-summer 2004.

Recommendation:
Informational.

Attachment

- A. Truck Scales Fact Sheet Provided to the Business, Transportation and Housing Agency



Relocation/Reconstruction of Cordelia Truck Scales and Inspection Facilities on I-80 within the I-80/I-680/SR 12 Interchange (Solano County)

PROJECT DESCRIPTION:

I-80 is a primary Goods Movement route from the Port of Oakland to the Northern United States. Truck traffic is projected to more than double from 2004 to 2040 (12,000 trucks/day to 25,000 trucks/day). The existing Cordelia Truck Scales and Inspection Facilities (built in 1958) are inadequate for current volumes, requiring the facilities to be "shut down" when the truck queues back onto the I-80 mainline. Rebuilding the facilities in the existing locations is impractical due to land restrictions and the close proximity of the facilities to the I-80/Suisun Valley Road interchange.

Additionally, the I-80/I-680/SR 12 Interchange complex is significantly undersized for current and projected traffic volumes. Projects to reconstruct the Interchange complex and a parallel reliever route are currently in the PA/ED phase. These projects are experiencing delays pending a decision on the future locations of the Truck Scales and Inspection Facilities. Using current design standards from Caltrans and CHP, reconstructing the Cordelia Truck Scales and Inspection Facilities within the Interchange complex as an integral part of the Interchange project will add \$270M to the capital cost of the Interchange project. Reconstructing the facilities within the Interchange complex as a stand-alone project will cost \$415M. The total estimated costs of the Interchange project are \$740M - \$1,000M.

Moving the truck scales to less congested locations on I-80 to the east of the I-80/I-680/SR 12 Interchange will reduce capital costs; however, this may require more than one set of scales to capture the same I-80/I-680/SR 12 "catchment area" since SR 12 and I-505 are also major truck corridors. Additional sets of truck scales will add significant long-term operations and maintenance costs and the opportunities for trucks to evade enforcement also increase with the number of facilities.



POTENTIAL SOLUTIONS:

1. Remove all scales and provide enforcement at other facilities throughout the State.
2. Replace scales with "virtual scales" with reduced or eliminated "fixed" facilities.

Estimated costs: Unknown. Currently being studied by Caltrans Headquarters.

3. Build replacement facilities within the I-80/I-680/SR 12 Interchange complex east of Suisun Creek (Option 1 in the Draft Cordelia Truck Scales Relocation Study) based on existing design criteria that requires almost all trucks to enter the facilities.

Estimated costs: Capital - \$415M as stand alone project; 35-year O&M - \$167M

4. Build replacement facilities within the I-80/I-680/SR 12 Interchange complex east of Suisun Creek; however, reduce the number of trucks required to enter the facilities as a means to reduce costs and size of the fixed facility.

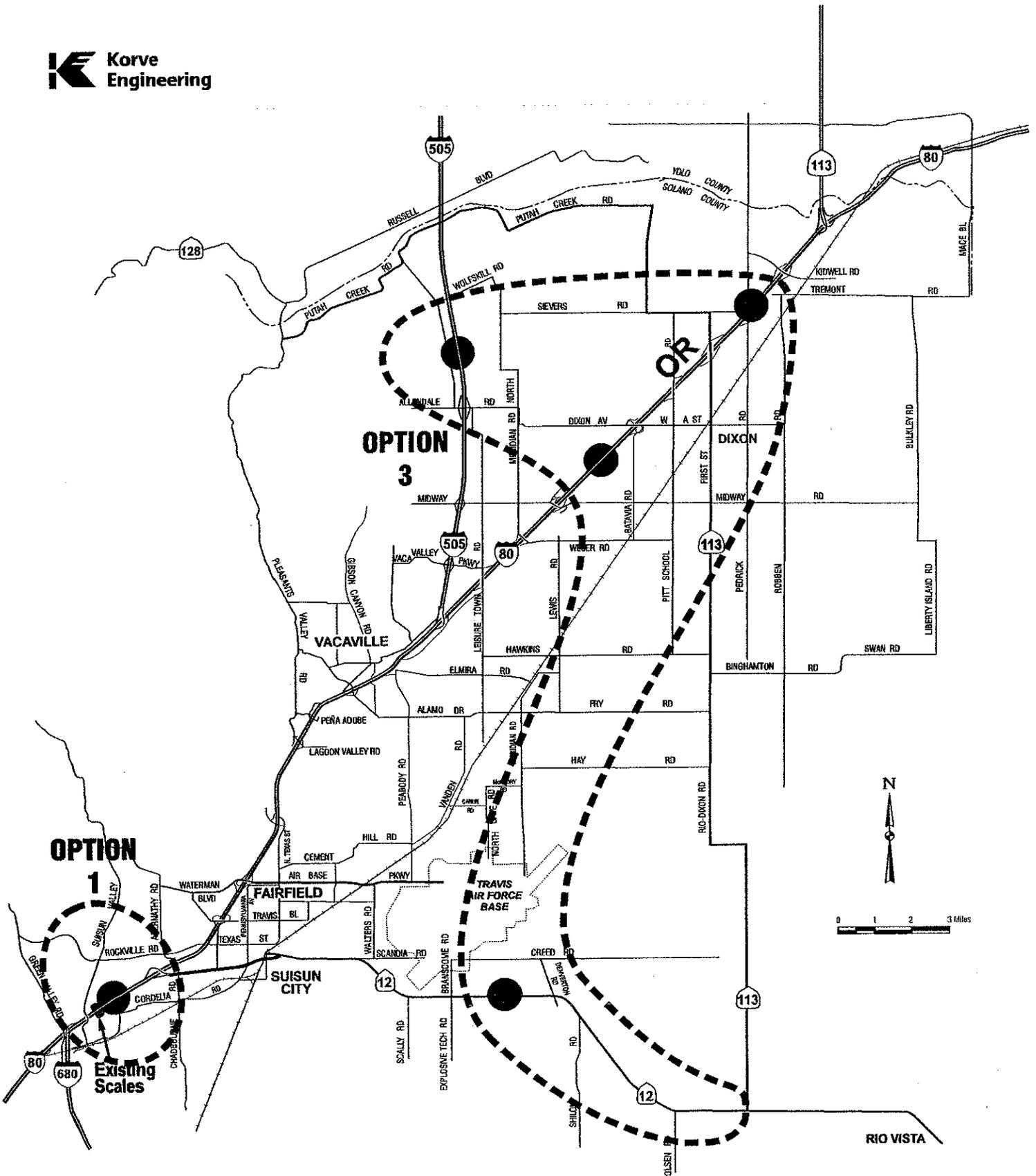
Estimated costs: Unknown at this time. Less than Potential Solution No. 3

5. Build replacement facilities on I-80 in the vicinity of the City of Dixon and, if necessary for enforcement, build additional facilities on I-505 and SR 12 (Option 3 in the Draft Cordelia Truck Scales Relocation Study).

Estimated costs (I-80, I-505 and SR 12): Capital - \$178M; 35-year O&M - \$279M

REQUESTS:

1. Determine the future disposition of the Cordelia Truck Scales and Inspection Facilities within the next three months.
2. Develop a finance plan and provide funds to relocate/reconstruct the Cordelia facilities such that it does not impact the cost and schedule for improvements to the I-80/I-680/SR 12 Interchange project.



CORDELIA TRUCK SCALES RELOCATION STUDY

OPTIONS AND SITE LOCATION MAP

Revised 4-7-04



DATE: May 5, 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. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
Bikes Belong Grant Program	Tim Baldwin, Bikes Belong Coalition, (617) 426-9222	Q2 – May 14, 2004 Q3 – September 3, 2004 Q4 – November 23, 2004
Regional Transportation Fund for Clean Air Program (60% Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	Workshop on May 18, 2004 Due June 30, 2004
FTA 5311(f) Intercity Bus Program (non-urbanized areas)	Mercy Lam, Caltrans, Office of Transit and Community Planning. (510) 286-5520	Workshops on May 13 th and 19 th Due June 15, 2004.
Regional Capital Transportation for Livable Communities Program (TLC)	James Corless, MTC, (510) 464-7733	Workshop on June 15, 2004 at STA Due end of June to mid-July



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



FUNDING OPPORTUNITY:

Regional Transportation Fund for Clean Air Program
(60% Regional Funds)

Workshop on May 18, 2004
Applications Due end of June 2004

TO: STA Board

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 is available for FY 04/05. Eligible projects must be between \$10,000 to \$1,000,000. Projects over \$100,000 require 20% match.

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:

**FTA 5311(f) Intercity Bus Program
(non-urbanized areas)**

Workshops on May 13th and 19th. Applications due June 15, 2004.

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the FTA 5311(f) Intercity Bus 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 counties with a population of 50,000 or less

Program Description: This program provides transit capital, planning, and operation funding to promote connectivity between non-urban to urban routes.

Funding Available: \$1.5 million available. Vehicles – 17% local match.
Equipment, Shelters, Facilities – 20% local match.
Operation Costs – 50% local match

Eligible Projects: Capital: New vehicles, bus shelters, bus yard land acquisition
Planning: Project Planning Assistance.
Operations: Three-year “Start-up/service expansion” grant, user-side subsidies, marketing grant

Previously Funded Projects: Mendocino Transit Authority
Two 20 seat Buses, \$120K; Bus Yard, \$128K
San Luis Obispo Regional Transit Authority
2nd Year start-up funding, Route 10 expansion, \$34K

Further Information: Video Conference Workshops on May 13th & May 19th
Contact Helen Louie at (916) 654-3860

Funding Contact: Mercy Lam, Caltrans, Office of Transit and Community Planning. (510) 286-5520. Mercy_lam@dot.ca.gov

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



FUNDING OPPORTUNITY:

**Regional Capital
Transportation for Livable Communities Program (TLC)**

Workshop on June 15, 2004 at STA. Due end of June to mid-July

TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Transportation for Livable Communities Program's Regional Capital Grants is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local governments, community-based nonprofit organizations and transportation service providers. Non-governmental applicants must submit a letter of coordination from the appropriate local government as part of the planning proposal.

Program Description: The Transportation for Livable Communities (TLC) program has grants available for projects that integrate walking, transit, and bicycling into the community design, and spur the compact development of housing, downtowns, and regional activity centers.

Funding Available: \$18 million available for FY04/05 (\$9 million in FY03/04)
Maximum grant per project is \$3 million

Eligible Projects: Eligible TLC projects include planning, transit, walking and biking projects to access jobs, shopping, and recreation. Other eligible TLC projects include the design of streets and other transportation facilities integrated into the overall community design and conducive to a sense of community identity and pride.

Further Details: Guidelines available April 26th, 2004
Application Packet available May 1st, 2004

Program Contact Person: James Corless, MTC, (510) 464-7733

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6075
