



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
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Members:

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

**MEETING NOTICE**

**June 9, 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 CoglianESE 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** Daryl K. Halls  
(6:10-6:15 p.m.) – Pg 1

**VII. COMMENTS FROM STAFF, CALTRANS AND MTC**  
(6:15-6:30 p.m.)

**A. Caltrans Report**

**B. MTC Report**

**C. STA Report**

**1. State Budget Update**

**2. I-80/680/780 Corridor Study**

Paul Yoder  
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

**A. STA Board Minutes of May 12, 2004**

*Recommendation: Approve minutes of May 12, 2004.*

– Pg 13

Kim Cassidy

**B. Review Draft TAC Minutes of May 26, 2004**

*Recommendation: Receive and file. – Pg 21*

Johanna Masiclat

**C. Consultant Contract with Smith, Watts and Co. to Provide  
Consultant Services for Development of the County  
Transportation Expenditure Plan – Public Information  
Materials**

Daryl Halls

*Recommendation: Approve the following:*

*1. Approve the allocation of an additional 45,500 in Federal  
STP/STIP Swap Funds for CTEP specific consultant  
services.*

*2. Authorize the Executive Director to enter into a  
consultant services contract with Smith, Watts &  
Company for development of a public information piece,  
production of 121,000 copies and distribution to Solano  
County's registered voters for an amount not to exceed  
\$60,000.*

– Pg 29

**D. STA's FY 2002/03 Annual Audit and Financial Reports**

*Recommendation: Accept the Annual Audit of STA's FY  
2002/03 Budget.*

– Pg 35

Daryl Halls/  
Kim Cassidy

- E. Contract Amendment No. 5-Project Delivery Management Group for Project Management Services for the I-80/I-680/SR12 Interchange (including North Connector) Project** Mike Duncan  
*Recommendation: Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group for Project Management Services for the Environmental Phase of the I-80/I-680/SR12 Interchange and North Connector projects for an amount not to exceed \$85,000 until June 30, 2005.*  
– Pg 39
- F. FY 2004-05 TDA Distribution for Solano County** Mike Duncan  
*Recommendation: Approve the following:*
1. *The TDA Distribution for Solano County as specified in Attachment A.*
  2. *Authorize the Executive Director to recommend to MTC approval of FY 2004-05 TDA claims by member agencies made in accordance with Attachment A.*
- Pg 41
- G. Allocation of Federal Cycle Funds for Local Streets and Roads** Mike Duncan  
*Recommendation: Authorize the STA Chair to send a letter to MTC requesting a reevaluation of the MTC funding policy for the Local Streets and Road Shortfall Program with a goal of developing a more equitable allocation policy for the Third Cycle of Federal funding.*  
– Pg 45

**IX. ACTION ITEMS - FINANCIAL**

- A. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2004-05 and FY 2005-06** Mike Duncan  
*Recommendation: Approve the following:*
1. *The State Transit Assistance Funds (STAF) program for FY 2004-05 as specified in Attachment A.*
  2. *The State Transit Assistance Funds (STAF) program for FY 2005-06 as specified in Attachment B.*
- (6:35-6:40 p.m.) – Pg 81
- B. Fiscal Year 2004-05 TDA Article 3 Program and 5-Year TDA Article 3 Bicycle/Pedestrian Plan** Robert Guerrero  
*Recommendation: Adopt a resolution as specified in Attachment C approving the Solano TDA Article 3 applications for projects listed in Year 1 (Fiscal Year 04-05) of the 5-Year TDA Article 3 Bicycle/Pedestrian plan as specified in Attachment B. (6:40-6:45 p.m.) – Pg 85*

**X. ACTION ITEMS – NON FINANCIAL**

- A. Policy for Allocation of Local Return to Source Funds from Proposed Transportation Sales Tax Expenditure Plan** Daryl Halls  
**Recommendation** Approve the following:
- 1. Adopt a policy for the allocation of future Transportation Sales Tax revenues to member agencies for Local Return to Source Projects based on population averaged over the 30- year term of the expenditure plan as specified in attachment C.*
  - 2. Direct staff to agendize for STA Board review and reconsideration the policy for allocation of funds for Local Return to Source Projects every ten years as part of the review of the County Transportation.*
- (6:45-6:50 p.m.) – Pg 97
- B. Local Streets Funding Formula for Proposed Sales Tax** Mike Duncan  
**Recommendation:** *Approve an amendment to the STA policy for the allocation of future Transportation Sales Tax revenues to member agencies for local road rehabilitation based on a formula of 2:1 (66.7% population to 33.3% center lane miles) as specified in attachment B.*
- (6:50-6:55 p.m.) – Pg 103
- C. Big Tent Projects for Transportation 2030** Dan Christians  
**Recommendation:** *Approve the following:*
- 1. Proposed list of Big Tent projects proposed for T-2030 for Solano County as specific in Attachment A; and*
  - 2. Authorize the Executive Director to submit the proposed list of Big Tent projects for Solano County to MTC for inclusion into T-2030.*
- (6:55-7:00 p.m.) – Pg 109
- D. Request to Maintain Funding from MTC for Solano Napa Commuter Information (SNCI) Program** Elizabeth Richards  
**Recommendation:** *Authorize the STA Chair to forward a letter of support to MTC to maintain Regional Rideshare Program funding for the Solano Napa Commuter Information program.*
- (7:00-7:05 p.m.) – Pg 115
- E. I-80/680/780 Corridor Study – Mid-Term and Long-Term Projects** Mike Duncan  
**Recommendation:** *Approve the following:*
- 1. The revised Draft Mid-term Projects List, for the I-*

80/680/780 Corridors, as specified in Attachment A.  
2. The Draft Long-term Projects List, for the I-80/680/780  
Corridors, as specified in Attachment B.  
(7:05-7:10 p.m.) – Pg 119

- F. Senior and Disabled Transit Study** Robert Guerrero  
*Recommendation: Approve the Solano County Senior and Disabled Transit Study as part of the Transit Element of the Solano Comprehensive Transportation Plan.*  
(7:10-7:15 p.m.) – Pg 123
- G. Solano Countywide Bicycle Plan Update** Robert Guerrero  
*Recommendation: Adopt the Countywide Bicycle Plan update as part of the Alternative Modes Element of the Solano Comprehensive Transportation Plan.*  
(7:15-7:20 p.m.) – Pg 127
- H. Legislative Update – May 2004** Janice Sells  
*Recommendation: Adopt a support position for SCA 20.*  
(7:20-7:25 p.m.) – Pg 131

**XI. INFORMATION ITEMS**  
(No Discussion Necessary)

- A. Draft County Transportation Expenditure Plan Update (CTEP)** Daryl Halls  
*Informational* – Pg 139
- B. State Budget Update** Mike Duncan  
*Informational*: – Pg 143
- C. Cordelia Truck Scales Relocation Study - Update** Mike Duncan  
*Informational*– Pg 151
- D. MTC Obligation Plan for FY 2003-04 for Federal Funds** Mike Duncan  
*Informational* – Pg 157
- E. Route 30 Performance Status** Elizabeth Richards  
*Informational* – Pg 159
- F. Dixon Community Based Transportation Plan Status** Elizabeth Richards  
*Informational*– Pg 163
- G. Funding Opportunities Summary** Sam Shelton  
*Informational* – Pg 169

**XII. BOARD MEMBERS COMMENTS**

**XIII. ADJOURNMENT**

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



*MEMORANDUM*

DATE: June 2, 2004  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – June 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.

**Plans for Senior/Disabled Transit and Bikes Draw to a Close \***

This month, STA's Strategic Planning staff will be presenting the first two draft plans for consideration by the STA Board. The Senior and Disabled Transit Study is one of three primary components of the Transit Element of the Comprehensive Transportation Plan (CTP) update. This plan was developed with extensive input from the following participants: the Transit Subcommittee, the Intercity Transit Consortium, the Paratransit Coordinating Council (PCC), the senior community, and the public. The completion of this plan will be a first for Solano County and will provide a vision and milestones for the implementation of senior and disabled transit services throughout Solano County. The draft County Bicycle Plan is an update to the STA's currently adopted plan. This effort was developed in partnership with the Alternative Modes Subcommittee, Bicycle Advisory Committee (BAC), and Technical Advisory Committee (TAC). This is the first of three specific elements of the Alternative Modes Element of the CTP. Robert Guerrero served as the project manager for both plans.

**Updated List of I-80/680/780 Corridor Projects \***

Mike Duncan will be presenting to the Board an updated list of mid-term (5 to 20 years) and long-term projects (21 years and beyond) improvements proposed for the I-80, I-680 and I-780 Corridors. This list of critical freeway projects will provide improvements to relieve traffic congestion, enhance commuter express bus service, support ridesharing and vanpooling, and improve travel safety. The I-80/680/780 Corridor Study has been developed in partnership with Caltrans District IV's Traffic Operations and Planning Sections, and members of the Technical Advisory Committee for the cities located on the corridors. Following Board consideration of the revised list of projects, the consultant team will wrap up the draft study, which will be presented to the Board at the July meeting. This plan is one of the key components of the Arterials, Freeways and Highways Element of the CTP.

**Transportation Conference Committee on Reauthorization to Be Formed**

The first meeting of the House/Senate Conference Committee on TEA 3 Reauthorization is scheduled to begin meeting on June 9<sup>th</sup>. California Senator Barbara Boxer has been named as one of the Senate Conferees. The House Conferees are scheduled to be named the week of June 1-5, 2004. If not, the initial meeting could be delayed. As reported last month, 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 21<sup>st</sup> Century (TEA 21), had 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

**Transportation Lines Up for Indian Gaming Funds \***

Attached is a memo from Shaw/Yoder outlining the transportation provisions of the Governor's May Revise for the State Budget. His proposal for transportation will result in reduced funds for transportation, but is less dismal than the draft budget released in January 2004. Currently, the Governor has been negotiating with various Indian Tribes to obtain commitments for dedicated revenues to the state in exchange for raising the limits on the number of slot machines and allowing new gaming facilities. The Governor has indicated that if he is successful in his negotiations with the Indian Tribes that the initial \$500 million in revenues will be dedicated to transportation, reducing the state budget impact of the suspension of Proposition 42 on the State Highway Account.

**Adoption of Solano County's Big Tent Submittals for MTC's T-2030 Plan \***

Last month, the STA Board approved the submittal of Solano County's track 1 and Inter-regional Transportation Improvement Program (ITIP) projects to the Metropolitan Transportation Commission (MTC) as part of their development of the T-2030 plan for the Bay Area. This month, staff has agendized the list of "Big Tent" (formally track 2) project submittals to coincide with the development of the draft expenditure plan for the proposed half-cent sales tax. The "Big Tent" consists of projects targets for new revenue sources such as half-cent sales tax. STA Board action on this item will essentially complete STA's participation in the development of T-2030. MTC is scheduled to adopt the T-2030 Plan by January of 2005.

**Policies for Allocation of CTEP Funds for Streets and Return to Source \***

Staff has agendized two policies pertaining to the allocation of potential future sales tax funds for discussion and policy direction by the STA Board. Two program categories contained in the draft County Transportation Expenditure Plan (CTEP) under review by the Solano Transportation Improvement Authority (STIA) would allocate funds directly to cities and the County for the maintenance of local streets and roads (15% for an estimated \$210 million), and as a Local Return to Source for local transportation projects (10% for an estimated \$140 million).

The STA currently has a policy for allocation of future sales tax funds for streets and roads, but the TAC voted last month to recommend a policy for consideration by the STA Board. This week, the Local Funding Subcommittee recommended a compromise between the current policy and the recommendation of the TAC. The STA does not have an adopted policy for allocation of Local Return to Source funds.

**STA Receives Clean Annual Audit for FY 2002/03 \***

Staff has attached the Annual Audit for FY 2002/03 as prepared by Caporicci & Larson, LLP. This independent audit provides a highlight of the STA's expenditures and revenues with its various funds and contains no findings. STA management staff is continuing to work with two consultants and the City of Vacaville to implement a series of financial and accounting management implementation recommendations identified in an Independent Financial and Accounting Study conducted by Kevin Harper.

*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



**Solano Transportation Authority**  
**Acronyms List**  
*Updated 9/30/03*

ABAG	Association of Bay Area Governments	HIP	Housing Incentive Program
ADA	Americans with Disabilities Act	HOV	High Occupancy Vehicle
APDE	Advanced Project Development Element (STIP)	ISTEA	Intermodal Surface Transportation Efficiency Act
AQMP	Air Quality Management Plan	ITIP	Interregional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	ITS	Intelligent Transportation System
BAC	Bicycle Advisory Committee	JARC	Jobs Access Reverse Commute
BCDC	Bay Conservation and Development Commission	JPA	Joint Powers Agreement
CALTRANS	California Department of Transportation	LTA	Local Transportation Authority
CEQA	California Environmental Quality Act	LEV	Low Emission Vehicle
CARB	California Air Resource Board	LIFT	Low Income Flexible Transportation
CCTA	Contra Costa Transportation Authority	LOS	Level of Service
CHP	California Highway Patrol	LTF	Local Transportation Funds
CIP	Capital Improvement Program	MIS	Major Investment Study
CMA	Congestion Management Agency	MOU	Memorandum of Understanding
CMAQ	Congestion Mitigation and Air Quality	MPO	Metropolitan Planning Organization
CMP	Congestion Management Program	MTC	Metropolitan Transportation Commission
CNG	Compressed Natural Gas	MTS	Metropolitan Transportation System
CTA	County Transportation Authority	NEPA	National Environmental Policy Act
CTC	California Transportation Commission	NCTPA	Napa County Transportation Planning Agency
CTEP	County Transportation Expenditure Plan	NHS	National Highway System
CTP	Comprehensive Transportation Plan	OTS	Office of Traffic Safety
DBE	Disadvantage Business Enterprise	PCC	Paratransit Coordinating Council
DOT	Federal Department of Transportation	PCRP	Planning and Congestion Relief Program
EIR	Environmental Impact Report	PDS	Project Development Support
EIS	Environmental Impact Statement	PDT	Project Delivery Team
EPA	Federal Environmental Protection Agency	PMP	Pavement Management Program
FHWA	Federal Highway Administration	PMS	Pavement Management System
FTA	Federal Transit Administration	PNR	Park and Ride
GARVEE	Grant Anticipation Revenue Vehicles	POP	Program of Projects
GIS	Geographic Information System	PSR	Project Study Report

RABA	Revenue Alignment Budget Authority	TDM	Transportation Demand Management
REPEG	Regional Environmental Public Education Group	TFCA	Transportation for Clean Air Funds
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualification	TLC	Transportation for Livable Communities
RTEP	Regional Transit Expansion Policy	TMTAC	Transportation Management Technical Advisory Committee
RTIP	Regional Transportation Improvement Program	TOS	Traffic Operation System
RTMC	Regional Transit Marketing Committee	TRAC	Trails Advisory Committee
RTP	Regional Transportation Plan	TSM	Transportation Systems Management
RTPA	Regional Transportation Planning Agency	UZA	Urbanized Area
SACOG	Sacramento Area Council of Governments	VTA	Valley Transportation Authority (Santa Clara)
SCTA	Sonoma County Transportation Authority	W2Wk	Welfare to Work
SHOPP	State Highway Operations and Protection Program	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SNCI	Solano Napa Commuter Information	YSAQMD	Yolo/Solano Air Quality Management District
SOV	Single Occupant Vehicle	ZEV	Zero Emission Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District		
SP&R	State Planning and Research		
SRITP	Short Range Intercity Transit Plan		
S RTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transit Capital Improvement		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century		



SHAW/YODER, inc.  
LEGISLATIVE ADVOCACY

June 1, 2004

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

**RE: UPDATE**

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*Budget*

The Governor released his May Revision to the 2004-05 State Budget last month, and it contains much better news for transportation funding than his initial proposed budget released in January. We have already reported the key provisions of the May Revision, but they are worth restating:

- Transfer \$243 million from the General Fund to the Traffic Congestion Relief Fund (TCRF).
- Capture \$140 million in expected “spillover” funds and deposit that revenue in the TCRF.
- Of the \$383 million proposed by these actions, transfer \$184 million to the State Highway Account for State Transportation Improvement Program support, and transfer \$36 million to the Public Transportation Account for transit capital support. The remaining \$163 million would be available to fund Traffic Congestion Relief Program projects.
- Enact Control Section language clarifying that revenues achieved through the renegotiation of tribal gambling contracts be available for repayment of outstanding transportation loans.
- State Transit Assistance Program will receive an additional \$16 million over the Governor’s January proposal as a result of an increase in the taxable sale of gasoline and diesel fuel.

While the “added” revenue is appreciated, it should be noted that nearly \$1 billion of transportation funding is still being lost through the suspension of Proposition 42. But it is also appropriate to state that there will be enough revenue to fully fund the TCRP project allocation votes that the California Transportation Commission has already issued.

Beyond existing allocation votes already rendered by the CTC, the Governor proposes that a new CTC review process be initiated to fund TCRP project allocation votes in the future. The following is excerpted directly from the May Revision:

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

Prior to the California Transportation Commission allocating funds for additional projects, the Administration intends that the Business, Transportation and Housing Agency, in cooperation with the CTC, conduct a review of the TCRP projects based on the following criteria:

- Economic impact, including job creation.
- Impact on goods movement.
- Leveraging of local, federal and private funds.

It is further intended that the criteria be applied by the CTC in cooperation with the BTHA to determine which projects will receive future funding. Trailer bill language is proposed that links the program operability to the completion of the project review and funding availability.

This process may or may not be beneficial, but the outstanding concern is that ANY criteria employed to fund some projects over others could negatively impact a specific project receiving its anticipated share. *Caltrans still has an outstanding TCRP allocation vote for the SR 12 Jameson Canyon and the STA will continue to need funds allocated for the I-80/680/SR 12 Interchange project. Any attempt to prioritize the funding of TCRP projects could potentially negatively impact the allocation of revenue for this high-priority project.* Shaw / Yoder, Inc. will monitor this item closely and report any changes directly to STA's Executive Director for guidance and input should this proposal move forward with the Legislature.

#### *Tribal Gaming Revenue*

In his May Revision, the Governor also purports to utilize revenue achieved through the renegotiation of tribal compacts to pay outstanding transportation loans that the state has borrowed to support the General Fund. Should revenue materialize, the Governor has offered the following priority categories for payback:

- Repayment of outstanding SHA loans from the TCRF, including interest.
- Repayment of outstanding PTA loans from the TCRF.
- Traffic Congestion Relief Program projects.
- Advanced repayment of local streets and roads funding due for repayment in 2008-09.
- Advanced repayment of State Transit Assistance loans due for repayment in 2008-09.

The Los Angeles Daily News reported on Tuesday, June 01, 2004, that the Governor has reached a tentative agreement with 4 Indian Tribes on this issue, and \$1 billion would be available in a lump-sum payment, and another \$250 million would be ongoing revenue the state could depend on. We should note that this is a preliminary agreement, contingent upon approval by the Legislature. And we should also note that the agreement reached is with only four tribes; more can be expected to agree to the terms of the proposal, as the Governor is offering unlimited use of slot machines on tribal lands, the single most lucrative gaming operation. But to the extent these funds do materialize, the State Highway Account is first in line for funding, thereby freeing up capacity for additional programming.

Should these funds materialize in time for the state's budget discussion, we do expect numerous entities to try and access a portion of the funds for their specific purpose or cause. We are heartened the Governor has explicitly stated his intent to utilize the funds for transportation repayment, and that the Assembly Budget Subcommittee Number 5 has taken action to utilize some of the funds to more fully fund the TCRP, but keeping all the funds in transportation will be a fight.

The Legislature's Conference Committee on the Budget will begin deliberations on Wednesday, June 2, 2004. This committee will be composed of 6 legislators; 3 each from the Senate and the Assembly. The Democrats will appoint two representatives from their respective House, and the Republicans will appoint one. The political make-up will be 4 Democrats and 2 Republicans.

The Governor and the Legislature has expressed a deep interest in passing an on-time budget this year (Constitutionally, the Governor must sign a balanced budget by July 1, the beginning of the state's fiscal year). Therefore, a lot of actions will take place in a relatively condensed amount of time. We will monitor and report any items of pressing concern to the STA's Executive Director as necessary to ensure the STA is well represented during the budget deliberations.

### *Legislation*

We reported to you on the attempt by several legislators to either increase existing transportation resources through the imposition of additional fees or taxes, or protect existing funding sources by increasing the threshold for suspending Proposition 42. The two principle vehicles for increasing transportation revenue, SB 1614 (Torlakson) and AB 2847 (Oropeza), are "dead" for this year. The Constitutional Amendments to increase the voting threshold for the Legislature to suspend Proposition 42 are also stagnant at this time. Constitutional Amendments are not subject to the Legislature's deadlines for passing legislation (except for the final day of Session), but these items are not expected to be moved any time soon.

Other transportation-related items include:

- **SB 849 (Torlakson)** – This bill would require a report to the Legislature by January 1, 2006, on the feasibility of consolidating functions between the Association of Bay Area Governments and the Metropolitan Transportation Commission. This bill is set for hearing in the Assembly Local Government Committee on June 9.
- **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 awaiting committee assignment in the Assembly.



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: June 3, 2004  
 Re: Federal Update

### 1. Transportation Reauthorization.

While passage this year is still questionable, Congress has taken two important steps since our last Update toward passing "T3," the six-year transportation reauthorization legislation:

- The Senate has named its conferees to the House/Senate Conference Committee<sup>1</sup> while the House is likely to name its conferees today; and
- The first meeting of the Conference Committee has been scheduled for June 9.

It is important to note that Senator Barbara Boxer is a Senate conferee.

The Senate bill (S. 1072) authorizes \$318 billion for DOT programs and does not include earmarks for specific projects. The House bill (H.R. 3550) authorizes \$275 billion and includes earmarks for highway projects and transit projects. Earmarks for STA projects – \$21 million for 80/680/12 and \$2 million for Jepson Parkway – are included in the House bill. Senate earmarks are likely to be added at Conference.

The White House Office of Management and Budget still recommends a veto for any reauthorization bill passed by Congress exceeding \$256 billion.

### 2. Appropriations Update.

This week the House Appropriations Committee announced its allocations for each of the thirteen annual appropriations bills, including the Transportation/Treasury Appropriations bill. The allocations – known as the "302(b) allocations" – were triggered by the budget agreement reached last month setting an FY 2005 discretionary spending cap of \$821 billion – a 4.2% increase over FY 2004. The House Transportation/Treasury allocation is significantly lower than FY 2004 enacted spending:

- FY 2004 enacted: \$28.4 billion.
- FY 2005 President's request: \$25.7 billion.
- FY 2005 House 302(b) allocation: \$25.4 billion.

STA requested funding for two projects: Vallejo Station and Fairfield/Vacaville Station. Action on the Transportation/Treasury bill is unlikely until later this month or July, but we will track the bill closely.

<sup>1</sup> The Conference Committee is responsible for reconciling the differences between the House and Senate versions of the reauthorization legislation.



## STA MEETING SCHEDULE (For The Calendar Year 2004)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
June 16	6:30 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	X
June 24	Noon	Special STIA Board Meeting	Suisun City Hall	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 7	10:00 a.m.	Alternative Modes Committee	STA Conference Room	X
July 12	9:00 a.m.	Transit Subcommittee	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 <sup>th</sup> 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



**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of Meeting of**  
**May 12, 2004**

**I. CLOSED SESSION:**

Personnel Closed Session to discuss the Executive Director's Performance Review.

**II. CALL TO ORDER**

Chair MacMillan called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

Karin MacMillan (Chair)	City of Fairfield
Steve Messina	City of Benicia
Marci Coglianese	City of Rio Vista
Jim Spering	City of Suisun City
Len Augustine	City of Vacaville
Anthony Intintoli	City of Vallejo

**MEMBERS**

**ABSENT:**

Mary Ann Courville (Vice Chair)	City of Dixon
John Silva	County of Solano

**STAFF**

**PRESENT:**

Daryl K. Halls	Executive Director
Melinda Stewart	STA-Assistant 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
Robert Guerrero	STA-Associate Planner
Jennifer Tongson	STA-Projects Assistant

**ALSO**

**PRESENT:**

Morrie Barr	City of Fairfield
Gary Cullen	City of Suisun City

Gian Aggarwal  
Mark Akaba  
Pam Belchamber  
Bernice Kaylin

Ricardo Blanco

Yader Bermudez  
Andrew Fremier  
Genji Schmeder  
Ginny Simms

City of Vacaville  
City of Vallejo  
City of Vallejo  
League of Women Voters –  
Solano County  
Assemblywoman Lois  
Wolk's Office  
Caltrans  
Caltrans  
Napa Sierra Club  
Napa Citizen

#### **IV. APPROVAL OF AGENDA**

On a motion by Member Messina, and a second by Member Coglianesi the STA Board approved the agenda with the deletion of Agenda Item X.C. The Executive Director confirmed the recommendation to extend the FY 2004/05 Consultant Contract with Charles O. Lamoree with the STA is for an amount not to exceed \$80,000 (Agenda Item VIII.D).

#### **V. OPPORTUNITY FOR PUBLIC COMMENT**

None Provided.

#### **VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Adoption of Solano County's Submittals for MTC's T-2030 Plan.
- Project Submittals for Regional Measure 2 Funds.
- Cost of Benicia Bridge Project Expected to Increase.
- Federal Reauthorization Bill Extended Again.
- State Budget Impacts Wait for Governor's May Revise.
- I-80/680/SR 12 Interchange Improvements Update Requested.
- Gearing up to Complete CTP Update.
- Unmet Transit Needs Response for FY 2004/05.
- STA's FY 2003/04 Budget on Track.

#### **VII. COMMENTS FROM STAFF, CALTRANS AND MTC**

##### **A. Caltrans:**

##### **1. Benicia-Martinez Bridge Update**

Andy Fremier, Caltrans, reviewed the financial status of the Benicia-Martinez Bridge Main Span Project including: substructure issues, schedule changes between the Dec. 2002/ May 2004 forecasts and the RM 1 Funding Plan.

Rod McMillan, BATA, addressed the project review findings for the revised funding plan including: Caltrans' cost estimating methodology and available options to reduce project costs

**B. MTC:**

None Presented.

**C. STA Report**

**1. Report on FasTrak Program**

Elizabeth Richards outlined the temporary bridge toll discount for FasTrak users offered by Bay Area Toll Authority (BATA) and the proposed plan by MTC to add FasTrak dedicated toll lanes on all State-owned bridges in the Bay Area except the Antioch and the Carquinez bridges.

**2. I-80/I-680/SR 12 Interchange Project**

Mike Duncan provided an update on the Interchange project and discussed each of the 10 projects and phases that comprise the Interchange. He highlighted the High Occupancy Vehicle (HOV) project to be submitted for RM2 funding.

**VIII. CONSENT CALENDAR**

On a motion by Member Spring, and a second by Member Coglianesi, the consent items were unanimously approved.

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

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

**B. Approve Draft TAC Minutes of April 28, 2004**

Recommendation: Receive and file.

**C. Approve Minutes of the Special TAC Meeting of April 8, 2004**

Recommendation: Receive and file.

**D. Contract Amendment #3: Charles O. Lamoree  
for Legal Consultant Services**

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.

**E. Countywide Pedestrian Plan (Phases 2 and 3c)  
Landpeople Contract Amendment**

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.

**F. Sponsorship of Solano EDC Annual Dinner Meeting with the Secretary of the Business, Transportation & Housing Agency**

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.

**G. FY 2003/04 Second and Third Quarter Budget Report**

Recommendation: Receive and file.

**H. Contract Agreement for STA Annual Audit Services for FY 2004-06 - Maze & Associates**

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.

**I. Update to the STA Conflict of Interest Code**

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

**J. 2005 Transportation Improvement Program (TIP) Submittals for Solano County**

Recommendation: Receive and file.

**IX. ACTION ITEMS: FINANCIAL**

**A. Project Submittals for Regional Measure 2 (RM 2)**

Mike Duncan summarized project submittals for Regional Measure 2 (RM 2) funding including: annual operating submittals per project and submittals for capital projects.

**Board Comments:**

Member Coglianesse inquired about how cost overruns will be managed.

Mike Duncan stated that BATA will address project overruns.

Member Messina proposed a change in funding to increase the City of Benicia's share of RM 2 funding by \$1.5M for a total of \$3.5M and decrease the City of Fairfield, City of Vacaville and City of Vallejo funding by \$.5M each.

Member Spring expressed concern about the commitment to projects ready to be delivered, such as Vallejo's Curtola Park and Ride project.

Member Augustine inquired about when the City of Benicia will be ready to move forward.

Member Messina stated the City of Benicia will be ready to move forward in 2007-08. Member Spering inquired about whether funds need to be identified or can RM2 funds be pooled.

Daryl Halls stated that there is flexibility in the early years of RM2 funding, but once funding is committed to projects then the funding will be locked in.

Chair MacMillan stated the City of Vallejo's Curtola project is ready for construction and should be funded at \$6M, with the other projects funded at \$5.5M. She further expressed support for the City of Benicia's request if the project can be made whole.

By consensus, it was agreed that in the Solano Intermodal Facilities category the Vallejo Curtola project will be funded at \$6M, the City of Benicia project will increase by \$1M to \$3M and funding will be reduced by \$.5M each for the Fairfield Transportation Center and Vacaville Intermodal, providing \$5.5M for each project. Approval of the increased funding for the Benicia Intermodal project was with the condition that if the City of Benicia cannot use the additional funds for the Benicia Intermodal project, the funds would revert to the Fairfield and Vacaville projects.

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.

On a motion by Member Spering, and a second by Member Messina, the staff recommendation was approved with amendments to the funding for Solano Intermodal facilities.

**B. FY 2004-05 Solano County Transportation for Clean Air Program**

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

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.

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

**X. ACTION ITEMS: NON-FINANCIAL**

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

Dan Christians reviewed two modifications recommended by STA staff based on comments from the STA Board regarding the Draft Track 1 and ITIP list of projects. The proposed changes are: 1) Increase the Countywide TLC Program funding from \$5 million to \$7.5 million ; 2) Increase the funding recommended for SR 12 (east) operational and safety improvements from \$2 million to \$10 million.

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.

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

**B. Submittal of Unmet Transit Needs Response for FY 04/05**

Elizabeth Richards provided an update on minor changes made to the issues and responses table for the FY04/05 Unmet Transit Needs responses for Solano County.

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.

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

**C. Legislative Update – April 2004**

Agenda Item X.C was pulled at the request of staff because the bill died in committee.

**XI. INFORMATION ITEMS**

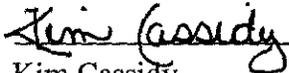
- A. County Transportation Expenditure Plan Update
- B. Status Report on Solano Comprehensive Transportation Plan
- C. Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects
- D. Regional Measure 2 (RM2) Impact on FasTrak Program
- E. Benicia-Martinez Bridge Update
- F. Cordelia Truck Scales Relocation Study - Update
- G. Funding Opportunities Summary

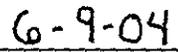
**XII. BOARD MEMBER COMMENTS**

None Provided.

**XIII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:35 p.m. The next regular meeting of the STA Board is scheduled for June 9, 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**  
**May 26, 2004**

**I. CALL TO ORDER**

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

**Present:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Charlie Beck	City of Fairfield
	Robert Meleg	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Pam Belchamber	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Birgitta Corsello	County of Solano
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 Masiolat	STA
Cameron Oakes	Caltrans
Craig Goldblatt	MTC
Bill Burton	Korve Engineering

**II. APPROVAL OF AGENDA**

On a motion by Gary Cullen, and a second by Dale Pfeiffer, the STA TAC unanimously

approved the agenda with the addition of Agenda Item VII.,  
FY 2004-05 TDA Distribution for Solano County.

### III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**CALTRANS:** Cameron Oakes reported the State Planning and Research (SP&R) Grant application process has reached the Caltrans Headquarters agency level for further evaluation, including the Rio Vista Bridge Study.

**MTC:** None presented.

**STA:** Jennifer Tongson requested the TAC to review the 2005 TIP Listing. And she noted that comments are due to MTC by June 28, 2004.

Mike Duncan provided each member agency their revised invoice form for annual gas tax funds claimed by the STA.

Mike also distributed an updated matrix for the Regional Measure 2 (RM 2) Solano County Capital and Operating Projects and a letter from MTC dated May 24, 2004 regarding the transmittal of elements of RM 2 policy and procedures.

### V. CONSENT CALENDAR

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

#### Recommendation:

- A. **Minutes of the TAC Meeting of April 28, 2004**
- B. **STA Board Meeting Highlights –  
May 12, 2004**
- C. **STIA Board Meeting Highlights –  
May 12, 2004**
- D. **Updated STA Meeting Schedule for 2004**
- E. **Updated STA Meeting Schedule for 2004**
- F. **Fiscal Year 2004-05 TDA Article 3 Program and  
5-Year TDA Article 3 Bicycle/ Pedestrian Plan –**

#### Recommendation:

Recommend to the STA Board the resolution as specified in Attachment C approving the Solano TDA Article 3 applications for projects listed in Year 1 (Fiscal Year 04-05) of the 5-Year TDA Article 3 Bicycle/ Pedestrian plan as specified in Attachment B.

**G. Contract Amendment No. 5 – Project Delivery Management Group for Project Management Services for 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 Environmental Phase of the I-80/I-680/SR12 Interchange and North Connector projects for an amount not to exceed \$85,000 until June 30, 2005.

**H. Legislative Update – May 2004**

Recommendation:

Recommend to the STA Board to Support SCA 20.

**VI. ACTION ITEMS**

**A. Big Tent Projects for Transportation 2030**

Dan Christians identified potential projects or programs and long term funding implementing priority projects of the STA and its member agencies on the proposed list of Big Tent Projects.

Based on additional input received from the Consortium, a revised list dated May 26, 2004 was distributed to the TAC on the Proposed Draft Big Tent Projects for T-2030.

Recommendation:

Recommend the STA Board approve the draft list of Big Tent projects proposed for T-2030 as specified in Attachment A.

On a motion by Dale Pfeiffer, and a second by Gary Cullen, the STA TAC approved the recommendation.

**B. Allocation of Federal Cycle Funds for Local Streets and Roads**

Mike Duncan summarized the MTC policy for Federal funding to be used on MTS roadways and the allocation alternatives programmed in Solano County for the Second Cycle of Federal funding to the Local Streets and Roads Shortfall Program.

In addition, Mike scheduled a special meeting at 9:00 a.m. on Friday, June 11, 2004 to discuss the allocation for Federal funding of the Second Cycle.

Recommendation:

Recommend the STA Board authorize the STA Chair to send a letter to MTC requesting a reevaluation of the MTC funding policy for the Local Streets and Road Shortfall Program with a goal of developing a more equitable allocation policy for the Third Cycle of Federal funding.

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

**C. Senior and Disabled Transit Study**

Robert Guerrero reviewed additional items included in the one year development of the final draft Senior and Disabled Transit Study. The items included are; 1) an Executive Summary, 2) reference to low-income users, and 3) an updated implementation strategy section. He noted that adjustments were made to the overall 30-year implementation costs for the projects in the study, based on the final changes.

Recommendation:

Recommend the STA Board approve the Final Draft Senior and Disabled Transit Study for Solano County.

On a motion by Pam Belchamber, and a second by Janet Koster, the STA TAC approved the recommendation.

**D. Solano County Bicycle Plan Update**

Robert Guerrero provided an update to the draft plan and noted the plan includes a current countywide comprehensive map, related project costs, and updated countywide maps illustrating the existing and proposed bike routes.

The City of Dixon's Janet Koster highlighted some inconsistencies between the draft Solano County Bicycle Plan and the Dixon City Bike Plan. Robert requested, from Janet Koster, an itemized list of the differences, which would be included as an addendum to the Countywide Bike Plan.

Recommendation:

Recommend to the STA Board adopt the Countywide Bicycle Plan update as part of the Alternative Modes Element of the Solano Comprehensive Transportation Plan

On a motion by Paul Wiese, and a second by Robert Meleg, the STA TAC approved the recommendation, as amended to incorporate the changes from the City of Dixon.

**E. I-80/680/780 Corridor Study – Mid-Term and Long-Term Projects**

Mike Duncan identified the mid-term and long-term projects, in draft order of priority, which addresses current and future congestion while balancing the traffic flow throughout the corridors.

Based upon further discussion, changes were requested to the mid-term and long-term draft. They are as follows:

- 1.) Mid-Term Projects# 2, 4, 5, & 7 will be identified as being partially funded
- 2.) Long Term Projects# 46, I-80 Widening – Meridian to Pedrick Rd. will be moved to Long-Term Project# 35.
- 3.) Long Term Project Item#35, I-80 Widening – Meridian to Pedrick Rd. will be

changed to I-80 Widening – Meridian to Kidwell Rd.

Recommendation:

Recommend to the STA Board the following:

1. Approve the revised Draft Mid-term Projects List as shown in Attachment A.
2. Approve the Draft Long-term Projects List as shown in Attachment B.

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

**F. Cordelia Truck Scales Relocation Study – Update**

Mike Duncan discussed the truck scales study, 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.

Recommendation:

Recommend to the Arterials, Highways and Freeways Committee a revised design for scales to be considered in Option 1 of the Cordelia Truck Scales Relocation Study.

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

**G. Draft County Transportation Expenditure Plan Update**

Daryl Halls reviewed the preliminary draft of the County Transportation Expenditure Plan (CTEP) that includes projects containing recommended funding for each project being considered by the STIA Board.

In addition, Daryl distributed to the TAC the STIA's Solano County Fact Sheet and the Draft Supplemental Programmatic Environmental Impact Report for the County Transportation Expenditure Plan prepared by Jones & Stokes.

Recommendation:

Forward to the STIA Board the draft County Transportation Expenditure Plan (CTEP), as specified in Attachment D, for their consideration with a recommendation of support.

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

**H. Local Streets Funding Formula for Proposed Sales Tax**

Mike Duncan presented the report and summarized the STA's adopted policy of allocating future streets and roads funds based on 1.5 (60%) population to 1 (40%) center lane miles. Dale Pfeiffer proposed an alternative allocation formula based on 4 (80%) population to 1 (20%) center lane miles. He indicated that this option provided better equity for allocation of streets and roads funds, and he cited the County would receive a higher percentage of Proposition 42 streets and roads funding. Paul Wiese commented that the current STA policy had been a compromise between the County, with a large number of center lane miles, and the Cities, with

larger population.

Paul Wiese made a motion to support the staff recommendation to maintain the existing STA policy at 1.5 (60%) population to 1 (40%) center lane miles. The motion was seconded by Janet Koster. Under discussion, Dale Pfeiffer reiterated his support for the 4 (80%) population to 1 (20%) center lane miles split. Dan Schiada noted the amount of Proposition 42 funds projected to be going to the County verses the Cities. Paul Wiese noted the County was not currently receiving Proposition 42 funds due to its suspension by the State.

The motion failed passage 2 ayes (Dixon and Solano County) to 6 noes (Benicia, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo).

Dale Pfeiffer made a motion to recommend a modification to the STA policy for allocation of streets and roads funds based on 4 (80%) population to 1 (20%) center lane miles. The motion was seconded by Pam Belchamber.

Morrie Barr asked if a special meeting was needed to consider other options to see if a unanimous policy could be arrived at. Pam Belchamber noted that Vallejo's projected streets and roads shortfall was the largest and that her city would appreciate the modified policy. Dale Pfeiffer noted that more streets and roads funding data was now available and that the modified policy reflected a better balance between road needs and other funding.

Birgitta Corsello asked if other options could be considered. Dan Schiada noted that a number of the cities had funding shortfalls comparable to the County. Gary Cullen indicated his preference to have staff and the TAC consider some other options.

This motion to revise the policy to 4 (80%) population to 1 (20%) center lane miles passed with 5 ayes (Benicia, Fairfield, Rio Vista, Vacaville, and Vallejo) and 3 noes (Dixon, Solano County, and Suisun City).

Staff noted this item would be presented to the Arterials, Highways and Freeways Subcommittee as an informational item prior to consideration by the STA Board on June 9<sup>th</sup>.

Recommendation:

Recommend to the STA Board a formula for the allocation of future Transportation Sales Tax revenues to member agencies for local road rehabilitation as specified in Attachment A.

On a motion by Dale Pfeiffer, and a second by Pam Belchamber, the STA TAC approved a revised recommendation based on 4 (80%) population and 1 (20%) center lane miles as specified in Attachment B.

**I. Policy for Allocation of Local Return to Source Funds from Proposed Transportation Sales Tax Expenditure Plan**

Daryl Halls explained the percentage of revenues (10%) generated by the proposed

sales tax for transportation dedicated to Local Return to Source Projects. He cited that the funds be allocated based on the current and projected population of each jurisdiction averaged over the 30-years term of the expenditure plan.

Recommendation:

Recommend to the STA Board a formula for the allocation of future Transportation Sales Tax revenues to member agencies for Local Return to Source Projects as specified in attachment C.

On a motion by Morrie Barr, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

**J. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2004-05 and FY 2005-06**

Mike Duncan provided an update to the Draft STAF Program Allocation for FY 2004-05 and FY 2005-06, which includes revenue estimates and projects/programs to develop a proposed 2-year program. He noted an amendment recommended by the Transit Consortium to increase funding for Transit Route 85.

Recommendation:

Recommend to the STA Board approval of the State Transit Assistance Funds (STAF) program for FY 2004-05 as specified in Attachment A and FY 2005-06 as specified in Attachment B.

On a motion by Pam Belchamber, and a second by Morrie Barr, the STA TAC approved the recommendation as amended.

**K. Request to Maintain Funding from MTC for Solano Napa Commuter Information (SNCI) Program**

Elizabeth Richards announced that MTC has chosen not to extend its Regional Rideshare Program (RRP) contract with RIDES/SNCI for another five years. In addition, she noted that the RRP funding is proposed to be reduced by 30%, from \$350,000 to \$150,000 a year.

Recommendation:

Recommend to the STA Board to authorize the STA chair to forward a letter of support to MTC to maintain funding for the Solano Napa Commuter Information Program.

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

**L. FY 2004-05 TDA Distribution for Solano County**

Mike Duncan distributed a completed TDA Matrix generated from the Consortium with the FY 2004-05 TDA Revenue Estimate for each Solano County agency, the total funds available for allocation, and the data provided by the member agencies and STA.

Recommendation:

Recommend the STA Board approve the attached TDA Matrix for Solano County and recommend the STA Board authorize the Executive Director to recommend to MTC approval of FY 2004-05 TDA claims by member agencies made in accordance with the TDA matrix.

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

**VII. INFORMATION ITEMS**

(No Discussion Necessary)

- A. MTC Obligation Plan for FY 2003-04 for Federal Funds**
- B. State Budget Update**
- C. Draft Countywide Transportation for Livable Community Program (TLC) Guidelines**
- D. Dixon Community Based Transportation Plan Status**
- E. Route 30 Performance Status**

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 4:10 p.m.. The next regular meeting of the STA TAC is scheduled for Wednesday, June 30, 2004 at 1:30 p.m.



DATE: June 2, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Consultant Contract with Smith, Watts and Co. to Provide  
Consultant Services for Development of the County Transportation  
Expenditure Plan – Public Information Materials

**Background:**

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

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

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

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

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

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

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

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

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

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

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

**Discussion:**

As part of the Board action in January 2004, the Executive Director was authorized to retain consultant services to support the development of the CTEP for an amount not to exceed \$125,000. To date, the STA Board has approved the allocation of \$110,000 of these funds for CTEP specific consultant services (see attachment A). As part of the development of the draft County Transportation Expenditure Plan (CTEP) and the public input and information process, the STIA has undertaken an extensive public outreach and public education process. An important step following the approval of the draft CTEP is the development, production, and distribution of a multi-color public information mailer designed to inform Solano County voters about the proposed projects contained in the draft CTEP. It is recommended that this public information be mailed to all Solano County voters. Final consideration of the draft plan by the STIA Board would take place at a special meeting scheduled for June 24, 2004. In order to cover the estimated \$60,000 in cost to produce, copy and distribute 121,000 copies of this mailer to Solano County voters households, an additional \$45,000 in federal STP/STIP funds will need to be allocated by the STA Board.

**Fiscal Impact:**

The estimated contract cost for this consultant contract for a public information piece is \$60,000 and will be covered by the STP funds that were obtained as part of a STIP/STP swap in 2002 and reserved for this purpose as part of the STA's operating budget for FY 2003/04. On January 14,

2004, the STA Board authorized the Executive Director to retain CTEP specified consultant services for an amount up to \$125,000. A total of \$75,000 in Federal STP/STIP swap funds are remaining and available in the STA's FY 2003/04 to cover any additional CTEP related expenses. These are funds that have not yet been allocated by the STA Board to the CTEP. Approval of this item would increase the amount of consultant services, legal services and related costs to \$170,000 and necessitate the allocation of an additional \$45,000 in federal STP/STIP swap funds to cover the contract for the production of this public information piece.

**Recommendation:**

Approve the following:

1. Approve the allocation of an additional \$45,000 in Federal STP/STIP Swap Funds for CTEP specific consultant services.
2. Authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company for development of a public information piece, production of 121,000 copies and distribution to Solano County's registered voters for an amount not to exceed \$60,000.

Attachment:

- A. Listing of CTEP Consultant Contracts
- B. Scope of work for consultant services for the development of the public information piece describing the projects contained in the draft CTEP.

STA - 03/04 Expenditure Plan  
 Project Manager - Kim Cassidy  
 31120.000.67903.000

	Agreement Total	Consultant	Service Provided
(Legal)	\$10,000.00	Nossaman, Taylor	Legal Services - STIA
(Consultant Services)	\$10,000.00	Smith Watts Amendment	Consultant Services - STIA
	\$25,000.00	Smith Watts Amendment	Amend. #1, Cons. Svcs-STIA
	\$20,000.00	PAM Group	Public Input Meetings
	\$5,000.00	PAM Group Purchase Order	STIA Fact Sheets
	<u>\$40,000.00</u>	Jones & Stokes	Programmatic EIR
<b>Total</b>	<b>\$110,000.00</b>		

# Smith, Watts & Company

Consulting and Governmental Relations

June 10, 2004

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

Dear Daryl,

Per our conversation, please find below a proposal for a public education mail piece. We have included a detailed description of such a piece, as well as a good faith estimate of the costs associated with the piece. Our recommended target mail universe would reach of total of 118,500 registered voter households.

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

The overall costs would be approximately \$60,000. That price would be for 118,500 pieces to be mailed to all registered voter households and 1,000 pieces to be used as leave behinds for meetings with elected officials, community leaders, and to be distributed to the transit operators, city halls and county offices, etc. Each piece would approximately 50 cents, which includes design/commission, printing, labels, mail house costs and postage. Please note these are approximate numbers and may vary at the time of final production. Usually, the numbers have come in somewhat lower and we are careful in our estimations so it is likely this will be the case for STA as well. For this reason, we recommend a contract with a "not to exceed" price of \$60,000 to allow for variances in costs.

<b>Mail Piece Costs</b>	
Design/Commission	5 ¢
Printing	17 ¢
Postage	20 ¢
Mailing Labels	2.5 ¢
Mailhouse	5.5 ¢
<b>Total</b>	<b>50 ¢</b>

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

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

Sincerely,

DJ Smith  
Partner



DATE: June 2, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: STA's FY 2002/03 Annual Audit and Financial Reports

**Background:**

Each year, the Solano Transportation Authority (STA) is required to have an independent audit of its financial statements, various funding sources and accounting. In previous years, following completion of the STA's annual audit carryover funds from the previous fiscal year are then programmed into the current budget. These funds were traditionally used to augment the STA's operations, services and supplies, and project development segments of the budget. With the development of the STA's two year budget, these carryover funds are estimated by the STA staff as part of the two-year budget process. The accounting firm of Caporicci & Larson was retained to perform the audit of the FY 2002/03 budget. Working in conjunction with STA staff and Heather Solaro and Kim DeYoung (City of Vacaville Finance), the fiscal year 2002/03 audit has been successfully completed. This is the fourth year Caporicci, Cropper & Larson has performed STA's Annual Audit.

The two primary recommendations identified in FY 2001/02 Annual Audit were addressed in the Management Implement Plan distributed previously to members of the STA Board. One outstanding issue is the need for the STA to retain a full-time/dedicated budget analyst/accountant position. In fiscal year 2003/04, the STA did retain a part time accounting consultant. She began her employment with the STA in April of 2004. Staff will provide any additional staff recommendations associated with finance and/or accounting as part of the FY 2004/05 and FY 2005/06 Budget. Beginning next year, the firm of Maze & Associates will assume responsibility for conducting the STA's annual audit for a three-year timeframe, with an option for a two year extension.

**Discussion:**

Attached for review by the STA Board are the General Purpose Financial Statements and Independent Auditors' Report for the year ended June 30, 2003 (FY 2002/03). Any funds identified in the Annual Audit Report as carryover funds were either previously programmed as part of the development of the draft FY 2004/05 budget or will be allocated as part of an amendment to the FY 2004/05 budget at the July meeting of the STA Board. Based on staff review of a draft of the Annual Audit Report, there were fund balances in the STA's General Fund, Special Revenue Funds and Capital Projects Funds.

In addition to the Annual Audit and Financial Statements, the Auditor provides a management letter of audit findings and corresponding recommendations. Because there were no findings by the auditors associated with this audit, a letter of findings has not been provided.

**Recommendation:**

Accept the Annual Audit of STA's FY 2002/03 Budget.

Attachment: A. General Purpose Financial Statements  
and Independent Auditors Report for the Year Ended June 30, 2003

A COPY OF THE STA ANNUAL AUDIT

IS AVAILABLE UPON REQUEST



DATE: May 28, 2004  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Contract Amendment No. 5 – Project Delivery Management Group  
for Project Management Services for the I-80/I-680/SR12 Interchange  
(including North Connector) Project

**Background:**

On January 10, 2001, the STA Board approved the selection of the Project Management Delivery Group (PDMG) to serve as the Project Manager for the I-80/I-680/I-780 Corridor Study. On February 13, 2002, the STA Board extended the term of the contract with PDMG to December 31, 2003 and added Project Management responsibilities for the Environmental (PA/ED) Phase for Segment 1 of the Corridor, the I-80/I-680/SR12 Interchange. Included within the Interchange, but as a separate project with independent utility, is the North Connector project. The contract with PDMG was subsequently extended to June 30, 2004.

**Discussion:**

Since the inception of the Corridor Study, PDMG has done an excellent job of managing this complex project and moving it toward completion. Under the guidance of Dale Dennis, the PDMG Project Manager, the Corridor Study will be completed in June 2004. As Project Manager, PDMG has provided for the preparation and coordination of numerous Project Development and Working Group meetings, development and submittal of all necessary programming and project funding documentation, and coordination with project consultants, Caltrans District IV, Caltrans Headquarters, MTC, CTC, and staff from all STA member agencies.

In addition to managing the Corridor Study, PDMG provides project management services on the complex and lengthy Project Approval/Environmental Documents (PA/ED) phase of the I-80/I-680/SR 12 Interchange and North Connector projects.

The Draft Environmental Document for the North Connector project, an Environmental Impact Report/Environmental Assessment (EIR/EA), will be complete by late 2004 with a final document scheduled for mid-2005. Completing the PA/ED for the North Connector will allow design and construction to move forward within the next few years. The Environmental phase of the Interchange project is currently scheduled for completion in 2007.

The PA/ED phases of these projects are funded through the Traffic Congestion Relief Program (TCRP). Although the California Transportation Commission (CTC) has allocated the full

amount for each project (\$9.4M for the Interchange and \$3.0M for the North Connector), the State budget problems require the legislature to appropriate the funds on an annual basis. The Governor's recently released May Revision to the FY 2004-05 State Budget include funds to continue TCRP projects with current allocations, thus funding to continue with these projects should be available for FY 2004-05.

As the Interchange and North Connector projects continue to move forward, it is critical for STA to maintain a proactive approach to each of these projects and to provide continuity in project management; therefore, staff is recommending that the PDMG contract be extended through June 30, 2005 for project management services for the Interchange and North Connector projects. Since TCRP appropriations are required annually to continue the projects, at this time staff does not recommend extending the contract beyond June 30, 2005.

On May 26, 2004, the STA TAC unanimously recommended approval of the contract amendment.

**Fiscal Impact:**

There are no impacts to the STA General Fund. Project Management costs are fully funded through the Traffic Congestion Relief Program. Staff estimates the cost to extend this contract through June 30, 2005 to be \$85,000. The costs will be funded as follows:

- TCRP Grant 25.2 - \$ 42,500 for the North Connector
- TCRP Grant 25.3 - \$ 42,500 for the Interchange
- \$ 85,000

This contract amendment will bring the total cost of the contract, for the three projects, with PDMG since March 1, 2001 to \$577,000.

**Recommendation:**

Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group for Project Management Services for the Environmental Phase of the I-80/I-680/SR12 Interchange and North Connector projects for an amount not to exceed \$85,000 until June 30, 2005.



DATE: May 28, 2004  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: FY 2004-05 TDA Distribution for Solano County

**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.

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Paratransit, Route 30, Route 40, Route 85, etc.) that support more than one agency in the county through use of a portion of their individual TDA funds.

The Metropolitan Transportation Commission (MTC) has requested that Solano County provide a consolidated list (matrix) of TDA amounts to be claimed by the eight jurisdictions within the County that receive TDA funds.

**Discussion:**

Attached is the completed spreadsheet with the FY 2004-05 TDA Revenue Estimate for each Solano County agency, the total funds available for allocation, and the proposed distribution of TDA revenues for each agency and/or transit service. The proposed distribution for the jointly funded transit services are shown, based upon existing funding agreements. Although each agency within the county and the STA submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to MTC for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, etc.), this composite TDA matrix will be used to assist STA and the PCC in reviewing the member agency claims and will provide MTC staff information regarding FY 2004-05 claims from STA member agencies.

On May 26, 2004, both the Intercity Transit Consortium and the STA TAC recommended approval of the attached TDA distribution.

**Recommendations:**

Approve the following:

1. The TDA Distribution for Solano County as specified in Attachment A.
2. Authorize the Executive Director to recommend to MTC approval of FY 2004-05 TDA claims by member agencies made in accordance with Attachment A.

Attachment

- A. Proposed TDA Article 4/8 Distribution for FY 2004-05

TDA Article 4/8 FY 2004-05																							
FY	TDA Est from MTC 2/25/04	Available for Allocation 1/31/04	Outstanding Claims	Available for Allocation FY 04-05	Benicia Transit	Dixon Transit	F-S Transit	Rio Vista Transit	Vacaville Transit	Vallejo Transit	Demand Response	Local Paratransit	Solano Paratransit	Route 20	Route 30	Route 40	Routes 65 90 and 91	STA Planning	Transit Studies	Transit Capital	Streets & Roads	Total	Balance
										(7)	(6)		(1)	(2)	(1)	(3)	(4)	(5)		(8)	(9)		
a	855,200	1,699,224	805,438	893,786	780,000													24,543				804,543	89,243
	510,591	606,382	50,953	555,429							400,000		30,127		36,024			14,653		5,000	65,000	550,804	4,625
ld	3,240,591	6,811,368	2,783,230	3,828,138			826,430					438,000	197,356		36,024	140,000	133,000	93,002		1,764,326		3,628,138	200,000
ista	180,899	583,236	10,230	573,066				100,000					9,927					5,194			450,000	565,121	7,885
in City	848,877	2,383,322	1,463,184	920,138			627,349						47,166					24,582			150,000	848,877	71,261
ville	2,968,698	5,422,080	205,023	5,217,067					1,054,000		60,000	305,000	180,811	110,000	36,024	180,000	138,000	85,199		319,000	750,000	3,218,034	1,999,023
jo	3,797,025	3,747,080	0	3,747,080						2,927,141		708,939						108,971				3,746,051	1,029
no County	621,245	758,710	105,136	653,574							5,000		28,497	15,000	20,585	45,000	25,000	17,829			480,000	636,911	16,663
r															25,000							25,000	
Total	13,023,226	21,811,402	5,423,194	16,388,208	780,000		1,453,779	100,000	1,054,000	2,927,141	465,000	1,452,939	493,884	125,000	153,657	365,000	296,000	373,753	0	2,088,326	1,895,000	14,023,479	
<b>NOTES:</b> Claimed by FST for all agencies. Other is BAAQMD. ESTIMATE ONLY. Route 20 is claimed by FST for all agencies except Vacaville Route 40 is claimed by FST for all agencies except Vacaville Claimed by Vallejo Transit for all agencies except Vacaville. Fairfield and Solano County fund portions of 85, 90 and 91 from their amounts. Claimed by STA for all agencies Taxi Service, etc Includes Vallejo Ferry Operations and Vallejo funds for operations of Routes 85, 90 and 91. Transit Capital purchases include bus purchases, maintenance facilities, etc. TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.																							



DATE: May 28, 2004  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: Allocation of Federal Cycle Funds for Local Streets and Roads

**Background:**

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

**Discussion:**

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

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

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

The overriding reason for the recommendation from the Committee to confine the Local Streets and Roads funding to the MTS for the next Federal cycle was the comparison of the MTS to the "Score 16" criteria used to justify the need for regional Transit funding. As stated in the adopted MTC Investment Scenario, the Local Streets and Roads funding rationale was a "Regional investment priority given to maintaining defined regionally significant routes – MTS pavement and non-pavement." Based upon this original decision by the Committee, they agreed to a formula to distribute funds that was based strictly upon the MTS shortfall for a county. For Solano County, we were identified to receive only 3% of the available funding although we represent approximately 6% of the Region's population.

At the March 12, 2004 meeting of the Local Streets and Roads Committee, the Committee reversed itself and voted to recommend a more flexible programming policy for the \$990.5M in Local Streets and Roads funds that would allow Counties to program funds for non-MTS streets if all MTS needs were met in the County. If a more flexible programming policy is adopted, each County would be required to determine how available funds would be programmed for MTS versus non-MTS streets and roads, assuming the MTS needs can be met with the available funding. Although the committee voted for flexibility to allow use of Regional money on non-MTS streets and roads, it did not recommend revising the funding distribution to be based upon population or some other criteria. Therefore, Solano County was identified to still only receive 3% of the available Regional funding for local streets and roads.

In addition to the above action, the Committee reiterated the need to reevaluate the criteria for determining which streets should be included in the MTS, possibly including all arterials and major collectors. The Committee will assist MTC staff in reviewing the current MTS criteria and potentially developing new criteria. In order to ensure the Solano County roadways are properly identified for inclusion in the MTS, each jurisdiction will be requested to evaluate their streets and roads against the MTS criteria (see Attachment C)

On May 6, 2004, MTC issued a Call for Projects for the Local Streets and Roads Program with all applications due no later than August 31, 2004. The Call for Projects and the Policy for the Local Streets and Roads Shortfall Program (see Attachment D) were presented to the Local Streets and Roads Committee on May 7, 2004. At this meeting, MTC staff stated that the funding policy would be in effect for the full TEA-21 reauthorization, not just for the Second Cycle of Federal funding.

In summary, the policy requires the Local Streets and Roads funding to be used on MTS roadways unless either of the following two criteria are met:

1. There are no MTS facilities in a particular jurisdiction; or
2. All MTS facilities within a jurisdiction have a Pavement Condition Index (PCI) of 70 or more.

Based upon the funding formula presented in the policy, Solano County is programmed to receive the following Local Streets and Roads funding for the Second Cycle of federal funding:

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

STA staff will work with the TAC to develop a proposed list of streets and roads for receipt of federal funds in FY 2005-06 and FY 2006-07 and will bring the proposed lists to the Board for their consideration on July 14, 2004.

Revisions to the MTC funding policy that does not rely on the MTS-shortfall are required to provide an equitable distribution of Regional Local Streets and Roads funding to counties in the Bay Area if these funds are to be used on non-MTS streets and roads. At the direction of the Board, STA staff will work with other CMA's and MTC to develop a more equitable policy for the Third Cycle of Federal funding in the TEA-21 Reauthorization and for subsequent Federal authorization bills.

**Recommendation:**

Authorize the STA Chair to send a letter to MTC requesting a reevaluation of the MTC funding policy for the Local Streets and Road Shortfall Program with a goal of developing a more equitable allocation policy for the Third Cycle of Federal funding.

**Attachments**

- A. Streets and Roads Pavement and Non-pavement Needs
- B. MTC Memorandum on Recommended MTS Roadway Additions, April 26, 2001
- C. MTC "Call for Projects" and Local Streets and Roads Shortfall Program Policy

Solano County  
Pavement and Non-Pavement Needs and Revenues

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

**Attachment A**  
**Year 2001 MTS Roadway Criteria**

The following criteria, as shown in bold, have received concurrence by the Partnership Planning and Operations Committee (PPOC). The additional language, in italics, represents MTC staff interpretation developed in order to apply the criteria.

Facilities that provide critical access for disadvantaged neighborhoods, important access within central business districts (CBDs), and significant transit services have received additional attention in response to the modifications in the criteria for 2001.

1. **Provides access to major central business districts, major activity centers, or major employment destinations.**  
*Major central business districts (CBDs), major activity centers, or major employment destinations generally attract trips from many areas of the region and/or outside the region, in addition to attracting significant local trips. Major activity centers include regionally significant educational, medical, recreational, and cultural centers, as well as regional airports and seaports. Regionally significant activity centers are those that attract users/visitors from many areas of the region, such as a university, regionally important business district, or regionally important recreational facility. This criterion applies to a limited number of major arterials accessing such areas only, not to all roads accessing a regional activity center.*
2. **Provides mobility and accessibility within and around major central business districts or other major areas of high density.**  
*Mobility and access within and around major central business districts and other major areas of high density is also crucial. Major central business districts and major areas of high density generally attract trips from many areas of the region and/or outside the region, in addition to attracting significant local trips. Major central business districts are those that attract significant numbers of people into the CBD, and are generally in larger cities.*
3. **Important for interregional and/or intraregional connectivity.**  
*Such facilities are needed to provide regionally significant connections between counties within the region and with counties outside the region. Regional significance of such movements includes consideration of both volumes of traffic using the facility and availability of other facilities to satisfy the movement.*
4. **Provides key alternative for local trips parallel to a freeway.**  
*Arterials in freeway corridors that serve longer local trips which would likely otherwise be attracted to a congested portion of a freeway, acting as a regional reliever route. These routes typically extend beyond the limits of a city and farther than from one interchange to the next. Arterials serving longer local trips within a larger city are also included. This criterion is not satisfied by facilities that provide short hops around regional facilities, which predominately serve short local trips, or that are used primarily for local access. This criterion is not satisfied by routes that serve primarily as collectors for low-density residential areas.*

## AGENDA ITEM 2A

**5. Provides access to major freight transfer facilities.**

*Such arterials are important to regional goods movement, as opposed to only serving local delivery needs. Intermodal freight facilities, such as those connecting to trains, ports, and airports, are especially important for regional commerce.*

**6. Provides critical access for transit services or hubs of regional or corridor importance.**

*These arterials provide access to major transit transfer facilities (rail stations, intercity bus transfer facilities), or are used for significant levels of transit services. Use for only shuttle bus services or for low frequency single route service does not qualify. Use for moderate levels of services would be rated as a "1", use for multiple routes and high levels of service would be rated as a "2".*

**7. Provides important connectivity for MTS.**

*Arterials that provide a connection that otherwise would not exist for regionally significant movements are important for connectivity. They may connect freeways to each other, connect MTS arterials to the freeway, or connect MTS arterials to each other. The simple connection of MTS arterials to other MTS arterials does not satisfy this criterion. Primary access to regional airports, seaports, ferries, and transit are important for the connectivity of the MTS system. Facilities that do not connect to the existing MTS at both ends will only be included if they provide crucial access to regionally significant activities.*

**8. Provides essential access to disadvantaged neighborhoods (as defined in the 1998 RTP).**

*Arterials that provide essential access for disadvantaged neighborhoods are important regionally if they are the primary access for a neighborhood without significant or sufficient alternatives. Such arterials are particularly important if they have transit services.*

*Other considerations:*

*While the MTS Roadway System extends along the length and breadth of the region, the density of the MTS generally varies by the type of land uses: the network of regional arterials is denser in the urbanized areas and urban centers, reflecting the larger numbers of regional activity centers as well as the larger number of people using the facilities.*

*Generally facilities are required to meet several criteria, although certain facilities may be included based on one crucial need, e.g., primary access to a regional airport.*

*MTS facilities should generally carry significant volumes of traffic for the corridor, and should typically be functionally classified according to the Federal Functional Classification System as a "principal arterial", although most "principal arterials" are not included in the MTS.*

*If the county has defined a countywide system of importance for system management purposes these facilities are generally accepted as the MTS Roadway System for the county as a set. Routes that are important inter-county connectors may also be added.*

*MTS facilities should be considered for appropriate system management strategies, such as monitoring, ramp metering, signal timing, transit use and priority, parking restrictions, etc.*

## **AGENDA ITEM 2A**

### **Attachment B**

#### **Recommended Additions to the 2001 MTS Roadway System**

##### **Alameda County**

Recommended for inclusion:

1. East Avenue/S. Livermore Avenue from SR 84 to Vasco Rd. - Provides primary access to the City of Livermore and Sandia National Laboratories
2. Isabelle Avenue/Airbase Blvd from SR 84 to I-580 - To be designated as SR 84, and connection to I-580
3. College Avenue from UC Berkeley to Broadway Blvd. - provides high volume eastern intraregional access to regional activity center (the University of California), major transit services.

##### **Contra Costa County**

Recommended for inclusion:

1. East 10<sup>th</sup> St from Railroad Ave. to Harbor St. – important component of freight route, connects with CBD, serves disadvantaged neighborhood
2. Harbor St. from Truck Bypass Rt. To E. 3<sup>rd</sup> St. – important component of freight route, serves disadvantaged neighborhood
3. Pittsburg Truck Bypass Rt. from E.10<sup>th</sup> St. to Pittsburg-Antioch Hwy. – important component of freight route, serves disadvantaged neighborhood
4. Wilbur Ave. from A St. to SR 160– important component of freight route, connects with CBD, significant industrial use
5. West Leland Rd. from Railroad Ave. to Bailey Rd. – extension of current MTS route, significant local alternative to SR 4 within urban area
6. Pinole Valley Rd. from San Pablo to I-80 – significant volumes of regional use as connector between major MTS routes
7. Hilltop Drive from San Pablo Ave. to I-80 – serves regional trip generator (Hill Top Mall and surrounding commercial area) and major transit hub/center
8. Market Ave./3<sup>rd</sup> St./Pittsburg Ave. from Richmond Parkway to Rumrill Blvd. – serves significant transit and freight use in disadvantaged neighborhood

Additional information requested:

9. Waterfront Rd. from I-680 to Solano Way – does this facility serve regionally significant freight / industrial uses?

## AGENDA ITEM 2A

10. We need better information on the current alignment of the "Truck Bypass Rt." and connecting facilities, as it does not show up on our base map.

### Marin County

Recommended for inclusion:

1. Diablo Ave. from Redwood Blvd to Novato Blvd – significant CBD access, transit services
2. Miller Creek Rd. from Las Gallinas Ave to US 101, Las Gallinas Ave from Miller Creek Rd to Ranchitos, Ranchitos from Las Gallinas to Lincoln - serves as significant local alternative to the freeway in urban area to create Las Gallinas bypass, serves multiple transit routes
3. Anderson Drive from Anderson Drive to A St. and A St. from Anderson Dr. to 4<sup>th</sup> St. – continuation of significant local alternative to the freeway in urban area, significant access to and within CBD, serves significant transit services, access for disadvantaged neighborhood

Additional information requested:

4. Alameda del Prado from Ignacio Blvd to Nave Dr. and Nave Dr. from Alameda del Prado to Ignacio Blvd  
Does this serve as a well used alternative to the freeway for significant number of trips (as opposed to local access)?  
Does it provide critical access to a disadvantaged neighborhood?
5. East Francisco Blvd from 2<sup>nd</sup> to Bellam and Bellam Blvd from East Francisco Blvd to Anderson  
Does this facility provide a significant alternative to the freeway, significant access to and within CBD, serves significant transit, and critical access to a disadvantaged neighborhood?

### Napa County

Recommended for inclusion:

1. Stevenson St. /Grant St./Myrtledale Rd. from SR 29 to Tubbs Ln – major access to developed area
2. Pope St. from SR 29 to Silverado Trail – access to main business area, heavily used connector
3. California Drive from Washington to the California Veterans' Home – only access to significant low income / disadvantaged residence

Additional information requested:

4. American Canyon Rd from SR 29 to Wetlands Edge Rd – does this route connect to other routes? Does it provide important access for a disadvantaged

## AGENDA ITEM 2A

community, CBD?

### San Francisco County

Recommended for inclusion:

1. Segments of Mission St. not already included –creates a long distance continuous facility as an alternative to freeway travel, major transit routes of regional importance, vital access to and within CBD and new high growth area south of Market St. (SOMA), important access for disadvantaged community.
2. 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> and 10<sup>th</sup> short connections from Market St. to Howard St.– provide important access within downtown SF and between downtown SF and the Bay Bridge/I-80, serve quickly growing commercial SOMA area, important access for disadvantaged neighborhood, transit routes (except 6<sup>th</sup>)
3. Broadway Ave. from The Embarcadero to Franklin St. – provides important access to and within downtown SF and Chinatown, important access for disadvantaged neighborhood, multiple transit routes
4. California St. from Drumm St. to 25<sup>th</sup> Ave. - provides important access to and within Financial District, multiple transit routes
5. Divisadero Ave. /Castro St. from California St. to Market St.– major travel corridor, provides important access for disadvantaged neighborhood (Western Addition), transit route
6. Stockton Ave. from Columbus to Market St. – major access to and within the Financial district and Union Square, major transit corridor, provides important access for disadvantaged neighborhood (Chinatown)
7. Mariposa St. from I-280 to 3rd St. and Illinois St. from 16<sup>th</sup> St. to 25th – major access to growing Mission Bay development and regional attraction of Pacific Bell ball park, rail and truck access to Port of SF  
Please clarify the appropriate southern end point for Illinois St.
8. Carroll St. from 3rd St. to Fitch – designated truck freight route through disadvantaged neighborhood (Bayview/Hunter's Point)
9. Stanyon/Fulton: Stanyon to connect to Fulton and Fulton from Stanyon to The Great Highway – major regional connection to regional attractions (Pacific Ocean, Golden Gate Park), transit services

### San Mateo County

Recommended for inclusion:

1. Farm Hill Blvd /Jefferson Ave./Veterans Blvd  
Provides access to and within the CBD (City Hall, hospital), important access

## AGENDA ITEM 2A

for disadvantaged community, significant transit use, connection to Caltrain, MTS connectivity.

2. Old County Road from Ralston Ave. to Whipple Ave.  
Serves as a local alternative to the freeway for moderate length trips through multiple cities in a developed area, provides access to and within employment and shopping centers, MTS connectivity
3. East Bayshore Rd./ Bloomquist St. from Whipple Ave. south  
Provides access to Redwood City Port, access for disadvantaged neighborhood
4. Lake Merced Blvd. from John Daly Blvd. to SF County border  
Connects MTS across county border to portion of Lake Merced Blvd. already included in San Francisco MTS

Additional information requested:

5. Huntington/Mills, Sneath and Rollins – do these routes provide important access to a Caltrain station and/or forthcoming BART stations?

### **Santa Clara County**

No changes from existing 1998 MTS Roadway System.

### **Solano County**

Solano County is defining a countywide system of importance for system management purposes. MTC has reviewed the new countywide system, and concurs with the set of changes requested, as follow, with the comment that the connection between Solano County and Napa County should be evaluated as an intercounty MTS route before removal.

Recommended for deletion (as per Solano County plan):

1. East 2<sup>nd</sup> St. from Military West to Lake Herman Rd.
2. Military West from I-780 to East 2nd St.
3. Pedrick Rd. from I-80 to Dixon Ave.
4. Allendale Rd. from I-505 to North Meridian Rd.
5. North Meridian Rd. from Allendale Rd. to West Dixon Ave
6. Cherry Glen Rd. from I-80 to I-80
7. Pleasant Valley Rd. from Cherry Glen Rd. to Yolo/Solano Co. line
8. Manikas Corner fro Oliver Rd. to Suisun Valley Rd.
9. Rockville Rd. from Oliver Rd. to Suisun Valley Rd.
10. Lyon Rd. from Cherry Glen Rd. to Hilborn Rd.
11. Hilborn from North Texas and Waterman Blvd.
12. Waterman Blvd from I-80 to Oliver Rd.
13. North/West Texas St from I-80 to I-80
14. Pennsylvania Ave from West Texas to Hwy 12
15. Airbase Parkway from Peabody Rd. to Travis Air Force Base entrance gate
16. Alamo Drive from West Monte Vista Ave to I-80

## AGENDA ITEM 2A

17. East/West Monte Vista Ave from Vaca Valley Pkwy to Alamo Dr.
18. Vaca Valley Parkway from I-505 to Browns Valley Rd.
19. Browns Valley Rd. from Vaca Valley Pkwy to Monte Vista Ave.
20. Fairgrounds Dr. from Marine World Pkwy to I-80
21. Wilson Ave. from Marine World Pkwy to Tennessee St.

To be discussed with Napa County regarding connectivity

22. Suisan Valley Rd. from I-80 to Napa/Solano Co. line

Recommended for inclusion (as per Solano County plan):

1. Porter Rd. - Realigns MTS access between City of Dixon and SR 113
2. Midway Rd. - Realigns MTS access between City of Dixon and SR 113
3. Elmira Rd. - Improves access to downtown Vacaville
4. Lopes Rd./Red Top Rd./McGary Rd.- Provides extended alternative to freeway, interchange. Plans to implement ITS.
5. Tennessee St. - Extension to current MTS route, provides improved access to Vallejo central business district (dense urban development).
6. Mare Island Causeway/Railroad Ave - Access to Mare Island to support redevelopment

### Sonoma County

Recommended for inclusion:

1. Petaluma Ave. from Arnold Dr. to SR 12 - extends existing main east west route in city, heavily used connection within urban area
2. Canyon Rd. from Dry Creek Rd. to SR 101, Dry Creek Rd. from Canyon Rd. to Lake Sonoma - access to regional activity
3. Sebastopol Rd. from Olive St. to S. Wright Rd. - extends current MTS route to improve access to CBD for disadvantaged neighborhood
4. Fountaingrove Parkway to Montecito Blvd, Montecito Blvd to Calistoga Rd. - closes small gap in MTS connectivity
5. W. College Ave. from SR 101 to Fulton Rd. - important connector to CBD, serves transit, serves disadvantaged neighborhood

Additional information requested:

6. Boyes Blvd. from Arnold Dr. to SR 12 - is this a regionally important connection, does it serve a disadvantaged neighborhood?
7. Bellevue Ave. from Corby Ave. to Stony Point Rd. and Corby Ave. from Bellevue Ave to Hearn - does this facility provide critical access to a disadvantaged neighborhood that is not otherwise well served?

**AGENDA ITEM 2A**  
**Regional Significance Mileage Comparison - DRAFT**

	MTS		Federal Functional Classification			Non-MTS Transit Rts	Non-MTS Transit (15 min. Service)	Non-MTS Bike Rtes*
	City/County Maintained	State Maintained	Principal Arterials	All Arterials	Arterials & Major Collectors			
<b>ALAMEDA</b>								
Alameda	8.3	5.6	8.4	21.0	49.0	27.4	19.7	2.8
Albany	2.4	1.0	1.5	3.9	11.0	3.1	1.6	0.0
Berkeley	22.6	5.9	9.6	40.3	57.6	24.0	6.2	2.2
Dublin	7.0	0.0	0.4	9.0	14.9	10.7	0.8	0.0
Emeryville	2.2	0.7	1.9	4.7	7.6	6.2	5.3	0.4
Fremont	46.0	16.8	11.1	57.1	73.6	41.8	0.0	8.1
Hayward	17.1	15.4	8.8	39.6	99.0	45.7	16.2	3.5
Livermore	15.5	6.2	2.5	26.2	67.2	20.6	1.8	5.7
Newark	5.2	2.3	6.4	17.8	28.1	19.4	0.0	3.0
Oakland	104.4	18.7	37.5	150.1	255.0	135.6	77.5	2.2
Piedmont	1.4	0.0	0.0	3.0	6.3	0.0	0.0	0.0
Pleasanton	20.6	1.3	2.9	32.3	51.5	15.4	5.4	0.1
San Leandro	5.6	5.6	3.9	29.0	47.3	28.3	10.2	3.2
Union City	14.5	3.0	9.0	13.0	26.3	13.6	0.0	0.0
Unincorporated	34.2	10.6	13.2	50.8	199.8	25.0	5.8	1.6
<b>Grand Total</b>	<b>307.0</b>	<b>93.1</b>	<b>117.0</b>	<b>497.8</b>	<b>994.1</b>	<b>416.8</b>	<b>150.5</b>	<b>32.8</b>

	City/County Maintained	State Maintained	Federal Functional Classification			Non-MTS Transit Rts	Non-MTS Transit (15 min. Service)	Non-MTS Bike Rtes*
			Principal Arterials	All Arterials	Arterials & Major Collectors			
<b>CONTRA COSTA</b>								
Antioch	24.5	6.6	13.0	34.4	44.9	20.1	0.0	2.1
Brentwood	2.2	3.8	0.0	0.9	5.2	7.9	0.0	2.3
Clayton	3.4	0.0	3.4	3.9	5.0	4.1	0.0	1.5
Concord	26.7	6.0	32.1	52.7	78.8	39.9	1.0	6.7
Danville	11.1	0.0	4.7	15.2	22.8	5.5	0.0	0.0
ElCerrito	1.1	1.7	1.7	12.1	20.5	9.8	1.0	0.0
Hercules	2.5	2.4	2.1	6.4	6.4	14.0	0.2	0.0
Lafayette	6.0	4.5	7.5	21.3	28.4	12.9	0.0	1.7
Martinez	8.8	4.5	5.3	22.3	31.4	13.0	0.7	0.1
Moraga	0.0	0.0	0.0	7.4	11.2	7.2	0.0	0.0
Oakley	0.0	5.4	0.0	7.8	20.5	7.8	0.0	0.5
Orinda	2.3	2.9	2.3	9.2	20.8	10.8	0.0	4.4
Pinole	4.2	0.0	1.8	6.2	10.5	8.1	0.0	0.0
Pittsburgh	19.1	5.4	16.9	26.1	40.9	11.5	0.0	0.0
Pleasant Hill	11.8	0.2	5.3	17.1	24.4	9.3	0.4	0.0
Richmond	30.1	1.8	20.1	44.6	70.2	29.8	3.4	1.3
San Pablo	6.9	0.0	4.1	8.2	12.4	5.5	0.6	0.5
San Ramon	17.8	0.0	4.7	16.2	25.8	13.7	3.2	0.0
Walnut Creek	13.1	1.9	8.0	24.8	53.6	22.5	2.1	0.4
Unincorporated	90.2	19.8	23.5	95.6	219.2	40.4	0.0	1.4
<b>Grand Total</b>	<b>281.8</b>	<b>66.9</b>	<b>156.3</b>	<b>432.4</b>	<b>752.7</b>	<b>293.8</b>	<b>12.6</b>	<b>22.9</b>

	City/County Maintained	State Maintained	Federal Functional Classification			Non-MTS Transit Rts	Non-MTS Transit (15 min. Service)	Non-MTS Bike Rtes*
			Principal Arterials	All Arterials	Arterials & Major Collectors			
<b>MARIN</b>								
Belvedere	0.0	0.0	0.0	1.3	5.2	1.2	0.0	0.0
Corte Madera	2.1	0.0	0.0	4.3	12.5	1.6	0.0	0.0
Fairfax	1.9	0.0	2.9	5.3	8.9	0.0	0.0	0.0
Larkspur	3.9	0.0	1.1	2.9	7.3	1.6	0.0	0.0
Mill Valley	4.1	0.0	0.0	7.1	18.8	2.4	2.4	0.0
Novato	19.3	2.3	5.2	18.4	39.5	4.6	0.0	0.0
Ross	0.9	0.0	0.8	0.8	3.7	0.0	0.0	0.0
Sausalito	2.0	0.0	3.7	4.6	13.5	0.9	0.0	0.0
San Anselmo	3.0	0.0	2.7	15.9	45.8	0.9	0.0	0.0
San Rafael	24.1	0.0	2.9	5.4	11.7	11.1	0.0	0.0
Tiburon	0.0	3.6	0.0	1.8	7.9	3.6	0.0	0.0
Unincorporated	104.3	51.2	7.7	28.2	161.1	13.7	3.8	0.2
<b>Grand Total</b>	<b>165.6</b>	<b>57.1</b>	<b>26.9</b>	<b>95.9</b>	<b>335.9</b>	<b>41.6</b>	<b>6.2</b>	<b>0.2</b>

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NAPA	City/County Maintained	State Maintained	Principal Arterials	All Arterials	Arterials & Major Collectors	Non-MTS Transit Rts	Non-MTS Transit (15 min. Service)	Non-MTS Bike Rtes*
American Canyon	1.1	7.1	0.0	2.1	6.6	5.3	0.0	0
Calistoga	2.9	3.8	0.0	0.0	2.7	0.3	0.0	0
Napa	13.4	18.8	1.4	24.7	36.1	28.0	0.0	2.3
St. Helena	0.0	2.6	0.0	0.0	0.5	0.0	0.0	0
Yountville	0.9	1.9	0.0	0.0	0.5	1.4	0.0	0
Unincorporated	42.8	94.8	0.0	1.4	80.9	3.8	0.0	0
<b>Grand Total</b>	<b>62.0</b>	<b>128.9</b>	<b>1.4</b>	<b>28.3</b>	<b>127.4</b>	<b>38.8</b>	<b>0.0</b>	<b>2.3</b>

SAN FRANCISCO	City/County Maintained	State Maintained	Principal Arterials	All Arterials	Arterials & Major Collectors	Non-MTS Transit Rts	Non-MTS Transit (15 min. Service)	Non-MTS Bike Rtes*
San Francisco	144.1	9.3	91.5	209.6	301.1	179.1	148.7	17.8
<b>Grand Total</b>	<b>144.1</b>	<b>9.3</b>	<b>91.5</b>	<b>209.6</b>	<b>301.1</b>	<b>179.1</b>	<b>148.7</b>	<b>17.8</b>

SAN MATEO	City/County Maintained	State Maintained	Principal Arterials	All Arterials	Arterials & Major Collectors	Non-MTS Transit Rts	Non-MTS Transit (15 min. Service)	Non-MTS Bike Rtes*
Atherton	3.1	1.3	0.0	5.5	11.7	0	0	0.7
Belmont	6.5	1.5	0.5	8.9	18.2	4.7	0	0
Brisbane	5.1	0.0	4.1	5.4	8.4	1.6	0	0
Burlingame	10.4	2.7	0.0	17.6	31.8	0.4	0	0
Colma	3.4	1.2	0.0	3.6	4.6	0.8	0	0
Daly City	9.9	7.9	4.4	24.0	34.3	18.5	8.4	0
East Palo Alto	1.6	0.7	0.0	2.2	7.0	8.1	0	0.9
Foster City	6.8	5.6	0.0	11.8	20.4	6	0	0
Half Moon Bay	0.0	5.4	0.0	3.7	7.8	1.6	0	0
Hillsborough	3.7	0.2	0.0	2.2	8.6	0	0	0
Menlo Park	7.0	7.3	1.5	12.4	22.2	5.7	0.1	1.7
Milbrae	3.9	1.7	0.5	7.5	16.9	5	0	0.2
Pacifica	2.1	8.4	0.0	15.6	26.5	12.3	0	0
Portola Valley	0.0	3.3	0.0	7.3	16.1	3.3	0	0
Redwood City	16.4	6.6	0.5	29.1	52.4	13.6	0	0
San Bruno	3.9	5.7	0.0	10.0	22.0	9	0	0
San Carlos	9.1	1.9	0.0	15.0	22.7	5.4	0	0
San Mateo	24.5	9.3	0.0	39.4	70.7	8.5	0	0
South San Francisco	12.9	3.2	1.4	23.9	43.6	13.9	4.4	0
Woodside	2.5	8.9	0.0	6.0	13.1	0.8	0	0
Unincorporated	22.2	77.9	3.5	30.2	63.0	14.9	3.1	0
<b>Grand Total</b>	<b>154.8</b>	<b>159.7</b>	<b>16.4</b>	<b>281.1</b>	<b>521.8</b>	<b>132.1</b>	<b>16</b>	<b>3.5</b>

SANTA CLARA	City/County Maintained	State Maintained	Principal Arterials	All Arterials	Arterials & Major Collectors	Non-MTS Transit Rts	Non-MTS Transit (15 min. Service)	Non-MTS Bike Rtes*
Campbell	3.5	8.5	5.2	19.3	25.8	10.2	0	0
Cupertino	5.7	2.6	6.3	21.9	25.8	11.8	2.4	4.8
Gilroy	0.2	4.9	5.5	17.0	35.4	19.3	2.2	0
Los Altos	4.5	1.3	4.8	13.7	24.6	8.9	0	0.2
Los Altos Hills	3.4	0.0	0.4	5.8	7.5	1.9	0.2	0
Los Gatos	0.0	5.7	4.4	13.0	34.7	10.4	0	2
Milpitas	2.0	2.4	7.8	21.5	39.7	26.8	19.1	5.3
Monte Sereno	0.0	1.2	0.0	0.4	2.9	0.5	0	0
Morgan Hill	2.0	0.0	5.0	17.3	29.4	17.2	1.8	0.3
Mountain View	5.3	8.1	2.0	23.5	38.7	31.6	2.4	3.8
Palo Alto	13.7	5.9	6.0	19.1	48.5	29.5	4.9	9.3
San Jose	98.4	33.8	121.5	332.1	463.4	211.6	81.3	19.9
Santa Clara	19.6	5.0	34.5	47.3	89.3	40.6	3.7	2.6
Saratoga	5.5	8.3	3.9	10.5	40.5	3.7	0	1.1
Sunnyvale	14.5	8.8	11.5	44.1	86.0	45.1	3.2	5.2
Unincorporated	3.2	79.4	79.2	111.1	182.0	38	11.6	2.5
<b>Grand Total</b>	<b>181.5</b>	<b>171.9</b>	<b>297.9</b>	<b>717.7</b>	<b>1174.1</b>	<b>505.1</b>	<b>132.8</b>	<b>57.1</b>

**AGENDA ITEM 2A**

<b>SOLANO</b>	<b>City/County Maintained</b>	<b>State Maintained</b>	<b>Principal Arterials</b>	<b>All Arterials</b>	<b>Arterials &amp; Major Collectors</b>	<b>Non-MTS Transit Rts</b>	<b>Non-MTS Transit (15 min. Service)</b>	<b>Non-MTS Bike Rtes*</b>
Benicia	2.3	0.0	6.2	28.0	39.4	11.5	0.0	2.9
Dixon	3.6	4.1	0.0	3.5	15.5	0.7	0.0	1.1
Fairfield	19.8	0.0	19.5	56.4	92.1	42.6	0.0	1.9
Rio Vista	0.0	6.2	0.0	0.0	7.1	0.0	0.0	0.0
Suisun City	1.8	0.0	2.5	4.4	13.4	10.7	0.0	0.0
Vacaville	16.6	0.0	5.7	34.1	62.5	26.5	0.0	0.0
Vallejo	13.7	10.6	28.8	61.3	97.3	51.8	1.1	1.3
Unincorporated	38.3	62.0	7.2	13.4	194.7	1.6	0.0	2.6
<b>Grand Total</b>	<b>96.0</b>	<b>82.9</b>	<b>70.0</b>	<b>201.1</b>	<b>522.0</b>	<b>145.4</b>	<b>1.1</b>	<b>9.8</b>

<b>SONOMA</b>	<b>City/County Maintained</b>	<b>State Maintained</b>	<b>Principal Arterials</b>	<b>All Arterials</b>	<b>Arterials &amp; Major Collectors</b>	<b>Non-MTS Transit Rts</b>	<b>Non-MTS Transit (15 min. Service)</b>	<b>Non-MTS Bike Rtes*</b>
Cloverdale	2.76	0	0	0	0.53	0.4	0	0.7
Cotati	1.36	0.88	0	4.04	7.31	3.2	0	0
Healdsburg	4.42	0	0	7.97	16.72	8.6	0	0
Petaluma	18.24	2.1	5.71	17.14	41.92	19.8	0	0
Rohnert Park	2.73	0	2.81	11.42	19.08	18	0	0
Santa Rosa	57.71	14.22	12.08	71.79	112.54	49.5	0	0
Sebastapol	2.13	2.8	1.63	4.77	8.53	3.9	0	0
Sonoma	3.24	2.7	0.67	7.21	13.97	4.4	0	0
Windsor	4.17	0	4.25	4.25	4.7	9.5	0	0
Unincorporated	169.97	160.6	1.14	19.29	311.2	56.2	0	0.7
<b>Grand Total</b>	<b>266.73</b>	<b>183.3</b>	<b>28.29</b>	<b>147.88</b>	<b>536.5</b>	<b>173.5</b>	<b>0</b>	<b>1.4</b>

**AGENDA ITEM 2A**

<b>REGION</b>	<b>City/County Maintained</b>	<b>State Maintained</b>	<b>Principal Arterials</b>	<b>All Arterials</b>	<b>Arterials &amp; Major Collectors</b>	<b>Non-MTS Transit Rts</b>	<b>Non-MTS Transit (15 min. Service)</b>	<b>Non-MTS Bike Rtes*</b>
Alameda	307.03	93.09	116.977	497.845	994.068	416.8	150.5	32.8
Contra Costa	281.75	66.9	156.27	432.444	752.696	293.8	12.6	22.9
Marin	185.62	57.1	26.883	95.933	335.917	41.6	6.2	0.2
Napa	62	128.9	1.4	28.264	127.39	38.8	0	2.3
San Francisco	144.05	9.27	91.51	209.64	301.08	179.1	148.7	17.8
San Mateo	154.75	159.7	16.35	281.143	521.839	132.1	16	3.5
Santa Clara	181.46	171.9	297.908	717.732	1174.129	505.1	132.8	57.1
Solano	96.04	82.87	69.952	201.14	521.982	145.4	1.1	9.8
Sonoma	266.73	183.3	28.29	147.88	536.5	173.5	0	1.4
<b>Grand Total</b>	<b>1659.43</b>	<b>953.03</b>	<b>805.54</b>	<b>2612.021</b>	<b>5265.601</b>	<b>1926.2</b>	<b>467.9</b>	<b>147.8</b>

**NOTES**

1. Mileage analysis is geographically based. Jurisdictional operations are not considered.
2. Non-MTS Transit and Bike route mileage figures for Marin, Napa, Solano and Sonoma counties are based on 2003 data. Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara mileage Non-MTS Transit and Bike route mileage figures are based on 2001 data.
3. Federal Functional Classification mileage figures are based on 2002 data from Caltrans.

**SOLANO CO. MTS MILEAGE SUMMARY**

NAME	CITY	TYPE	ROUTE	LENGTH (miles)	LENGTH (c. miles)
<b>INTERSTATE/US HIGHWAYS</b>					
*****	COUNTY	1110	80	25.86	12.93
*****	DIXON	1110	80	6.00	3.00
*****	FAIRFIELD	1110	80	20.57	10.28
*****	VACAVILLE	1110	80	22.13	11.07
*****	VALLEJO	1110	80	10.24	5.12
FRWY	VALLEJO	1110	80	3.32	1.66
*****	COUNTY	1110	505	15.12	7.56
*****	VACAVILLE	1110	505	7.12	3.56
LUTHER E GIBSON FRWY	BENICIA	1110	680	6.24	3.12
FRWY	COUNTY	1110	680	1.37	0.69
LUTHER E GIBSON FRWY	COUNTY	1110	680	11.29	5.65
*****	FAIRFIELD	1110	680	1.35	0.67
LUTHER E GIBSON FRWY	FAIRFIELD	1110	680	7.47	3.73
FRWY	BENICIA	1110	780	10.71	5.35
*****	COUNTY	1110	780	2.17	1.09
*****	VALLEJO	1110	780	1.12	0.56
					76.04

**STATE HIGHWAYS**

*****	COUNTY	1110	113	3.29	1.65
FRWY	COUNTY	1110	113	0.51	0.26
*****	COUNTY	1200	12	14.05	
JAMESON CANYON RD	COUNTY	1200	12	3.81	
RIO VISTA RD	COUNTY	1200	12	2.11	
*****	FAIRFIELD	1200	12	3.13	
*****	RIO VISTA	1200	12	3.72	
*****	SUISUN CITY	1200	12	3.04	
SONOMA BLVD	VALLEJO	1200	29	6.82	
MARINE WORLD PKWY	COUNTY	1200	37	0.73	
SEARS POINT RD	COUNTY	1200	37	7.28	
MARINE WORLD PKWY	VALLEJO	1200	37	2.74	
SEARS POINT RD	VALLEJO	1200	37	1.02	
*****	COUNTY	1200	84	9.76	
RYER AV	COUNTY	1200	84	1.59	
*****	RIO VISTA	1200	84	1.55	
RIVER RD	RIO VISTA	1200	84	0.90	
*****	COUNTY	1200	113	17.05	
*****	DIXON	1200	113	0.27	
N 1ST ST	DIXON	1200	113	1.84	
RIO DIXON RD	DIXON	1200	113	1.37	
S 1ST ST	DIXON	1200	113	0.63	
*****	COUNTY	1200	128	0.47	
*****	COUNTY	1200	220	3.26	
					89.05

**RAMPS**

*****	BENICIA	1121	*****	2.95
*****	COUNTY	1121	*****	5.82
*****	DIXON	1121	*****	1.29
*****	FAIRFIELD	1121	*****	5.35
BECK AV	FAIRFIELD	1121	*****	0.17
*****	SUISUN CITY	1121	*****	0.27
*****	VACAVILLE	1121	*****	6.41
*****	VALLEJO	1121	*****	6.65
*****	BENICIA	1122	*****	2.56
*****	COUNTY	1122	*****	6.85
*****	DIXON	1122	*****	1.46
*****	FAIRFIELD	1122	*****	6.54
*****	SUISUN CITY	1122	*****	0.26
*****	VACAVILLE	1122	*****	4.92
*****	VALLEJO	1122	*****	6.81
*****	BENICIA	1123	*****	0.68
ROSE DR	BENICIA	1123	*****	0.03
*****	COUNTY	1123	*****	0.02
PEDRICK RD	COUNTY	1123	*****	0.00
*****	DIXON	1123	*****	0.15
*****	FAIRFIELD	1123	*****	0.33
*****	SUISUN CITY	1123	*****	0.57
*****	VACAVILLE	1123	*****	0.35
*****	VALLEJO	1123	*****	1.14
*****	COUNTY	1124	*****	0.79
*****	VALLEJO	1124	*****	0.36
				62.73

**LOCAL ROADS**

COLUMBUS PKWY	BENICIA	1300	*****	0.22
LAKE HERMAN RD	BENICIA	1400	*****	2.06
STATE PARK RD	BENICIA	1300	*****	0.06
CORDELIA RD	COUNTY	1300	*****	2.48
DIXON AV W	COUNTY	1300	*****	0.11
FRY RD	COUNTY	1400	*****	5.52
LAKE HERMAN RD	COUNTY	1400	*****	2.79
LOPES RD	COUNTY	1400	*****	5.55
MANKAS CORNER RD	COUNTY	1400	*****	2.62
MARSHVIEW RD	COUNTY	1500	*****	0.12
MCGARY RD	COUNTY	1500	*****	1.75
MIDWAY RD	COUNTY	1300	*****	4.06
MIDWAY RD	COUNTY	1400	*****	0.99
PARISH RD	COUNTY	1500	*****	0.12
PEABODY RD	COUNTY	1300	*****	1.04
PENNSYLVANIA AV	COUNTY	1300	*****	0.42
PORTER ST	COUNTY	1400	*****	0.94
SUISUN VALLEY RD	COUNTY	1400	*****	6.02
VANDEN RD	COUNTY	1500	*****	3.81
*****	DIXON	1500	*****	0.18
PORTER ST	DIXON	1400	*****	1.47

W A ST	DIXON	1300	*****	1.94
*****	FAIRFIELD	1500	*****	0.16
AIR BASE PKWY	FAIRFIELD	1300	*****	4.37
CORDELIA RD	FAIRFIELD	1300	*****	2.93
GOLD HILL RD	FAIRFIELD	1400	*****	0.31
LOPES RD	FAIRFIELD	1400	*****	3.95
MANKAS CORNER RD	FAIRFIELD	1400	*****	0.32
MCGARY RD	FAIRFIELD	1500	*****	1.55
PEABODY RD	FAIRFIELD	1300	*****	1.97
PITTMAN RD	FAIRFIELD	1300	*****	0.15
RED TOP RD	FAIRFIELD	1400	*****	0.99
SUISUN VALLEY RD	FAIRFIELD	1300	*****	0.61
SUISUN VALLEY RD	FAIRFIELD	1400	*****	0.50
WALTERS RD	FAIRFIELD	1300	*****	0.45
WATERMAN BLVD	FAIRFIELD	1300	*****	1.55
PENNSYLVANIA AV	SUISUN CITY	1300	*****	0.00
WALTERS RD	SUISUN CITY	1300	*****	1.74
*****	VACAVILLE	1500	*****	0.08
ALAMO DR	VACAVILLE	1300	*****	3.91
CLIFFSIDE DR	VACAVILLE	1500	*****	0.19
ELMIRA RD	VACAVILLE	1300	*****	2.42
FRY RD	VACAVILLE	1400	*****	0.50
LEISURE TOWN RD	VACAVILLE	1300	*****	3.65
MASON ST	VACAVILLE	1300	*****	0.19
MIDWAY RD	VACAVILLE	1300	*****	1.01
MIDWAY RD	VACAVILLE	1400	*****	0.61
PEABODY RD	VACAVILLE	1300	*****	2.72
VACA VALLEY PKWY	VACAVILLE	1400	*****	1.06
VANDEN RD	VACAVILLE	1500	*****	0.23
*****	VALLEJO	1500	*****	0.15
ADMIRAL CALLAGHAN LN	VALLEJO	1400	*****	0.10
AMERICAN CANYON RD	VALLEJO	1400	*****	0.26
COLUMBUS PKWY	VALLEJO	1300	*****	5.03
CURTOLA PKWY	VALLEJO	1300	*****	1.17
HUMBOLDT ST	VALLEJO	1400	*****	0.04
LAKE HERMAN RD	VALLEJO	1400	*****	0.43
MARE ISLAND CSWY	VALLEJO	1300	*****	1.09
MARE ISLAND WY	VALLEJO	1300	*****	1.26
MARITIME ACADEMY DR	VALLEJO	1500	*****	0.00
RAILROAD AV	VALLEJO	1400	*****	0.82
TENNESSEE ST	VALLEJO	1300	*****	3.30
WALNUT AV	VALLEJO	1400	*****	0.03
				96.04

MILEAGE TOTALS					
	INTERSTATE HWY	STATE HWY	RAMPS	LOCAL ROADS	
<b>SOLANO CO.</b>	76.04	89.05	62.73	96.04	<b>323.86</b>
BENICIA				2.33	
DIXON				3.59	
FAIRFIELD				19.81	
SUISUN CITY				1.75	
VACAVILLE				16.55	
VALLEJO				13.68	
UNINCORPORATED				38.33	



**METROPOLITAN  
TRANSPORTATION  
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May 6, 2004

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Deputy Director/Operations

*Therese W. McMillan*  
Deputy Director/Policy

To: Congestion Management Agencies

RE: **Second Cycle Program: Local Streets and Roads Shortfall - Call for Projects**

Dear CMA:

On April 28, 2004, the MTC Commission approved the Second Cycle Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activities (TE) Programming policies for TEA-21 Reauthorization. Under this Second Cycle Program, approximately \$58 million is being made available for local streets and roads shortfall projects. MTC is currently opening the call for projects to the Congestion Management Agencies (CMAs) or an equivalent agency to develop a list of local streets and roads shortfall funding priorities in their jurisdictions.

MTC will be accepting project submittals through the nine CMAs in the region. The Second Cycle Programming policy is designed to allow flexibility for CMAs to develop expanded Local Streets and Roads Shortfall Program criteria within the regional policies outlined in the Second Cycle Program in their respective call for projects.

Enclosed are program guidelines and eligibility criteria to guide the CMAs in conducting a call for projects. Individual CMA Local Streets and Roads Shortfall Programs must be consistent with MTC's Second Cycle Programming Policy, Resolution No. 3615. MTC will be accepting applications from **Monday, May 3, 2004 to Tuesday, August 31, 2004** for the Local Streets and Roads Shortfall Program.

Also enclosed are each county's targeted funding estimates for the Regional Bicycle and Pedestrian Program and County Transportation for Livable Communities/ Housing Improvement Program. The call for projects guidance is forthcoming from MTC.

Please contact Ross McKeown at [rmckeown@mtc.ca.gov](mailto:rmckeown@mtc.ca.gov), (510) 464-7842 or Melanie Choy at [mchoy@mtc.ca.gov](mailto:mchoy@mtc.ca.gov), (510) 464-7865 for more information.

Sincerely,

ORIGINAL SIGNED BY

Dianne Steinhauser  
Programming and Allocations Manager

DS: MC  
J:\PROJECT\Funding\SAFETEA\SAFETEA - STP-CMAQ\1-2-3 Second Cycle\Program Project List - Res 3625\sr call4prj.doc  
Attachments

# **LOCAL STREETS AND ROADS SHORTFALL PROGRAM**

**Second Cycle TEA-21 Reauthorization  
May 1, 2004**

**LOCAL STREETS AND ROADS SHORTFALL PROGRAM**  
**Second Cycle TEA-21 Reauthorization**  
**May 1, 2004**

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**PART I. GENERAL PROGRAM INFORMATION**

MTC is committed to maintaining the regionally important system of state highways and local roads, identified as the Metropolitan Transportation System (MTS). To assist jurisdictions with the local streets and roads maintenance, MTC has set aside Surface Transportation Program (STP) funds for local streets and roads pavement rehabilitation and preventive maintenance projects. State highway rehabilitation and maintenance is to be funded by Caltrans under the State Highway Operations and Protection Program (SHOPP).

Under the Second Cycle STP/CMAQ/TE Program, MTC Resolution No. 3615, slightly less than \$58 million in Surface Transportation Program (STP) funding is made available for MTS pavement rehabilitation projects in fiscal years 2005-06 and 2006-07. Development of the Local Streets and Roads (LS&R) Shortfall Program must be consistent with Second Cycle Programming Policies, Resolution No. 3615, approved by the MTC Commission on April 28, 2004. These policies can be found at [www.mtc.ca.gov/funding.htm](http://www.mtc.ca.gov/funding.htm). Acceptance of funds from the Local Streets and Roads Shortfall Program indicates a project sponsor's acceptance of the federal regulations, state statutes, and regional polices as they pertain to the funding of the project and of the policies set forth in the Second Cycle Program.

**PART II. CALL FOR PROJECTS PROCESS AND CONSIDERATIONS**

The call for projects for the LS&R Shortfall is being conducted from Monday, May 3 through Tuesday, August 31, 2004. MTC is issuing the call for projects to the CMAs. Each CMA is responsible for developing a list of projects for their jurisdiction. CMAs may develop criteria to augment the Second Cycle policy guidance as adopted in MTC Resolution No. 3615 in their respective call for projects.

**Public Involvement Process.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. The MTC website provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It also contains all of MTC's current planning and programming documents and publications located in the MTC-Association of Bay Area governments (ABAG) Library. The site posts agendas and packets as well as audiocasts, making it possible for interested parties to listen at their convenience to all Commission and standing committee meetings held in the MetroCenter's Lawrence D. Dahms Auditorium.

The Metropolitan Transportation Commission (MTC) is committed to having the congestion management agencies (CMAs) as full partners in development of the LS&R Shortfall Program. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process. Federal regulations call for active outreach strategies in any

metropolitan planning process, but opportunities for the public to get involved are especially important with the project selection process for the LS&R Shortfall Program.

Below are suggestions for congestion management agencies to use in seeking suggestions and comments on proposed projects that will be submitted to MTC for inclusion in the 2004 RTIP. Further guidance is contained in the CMA Guidelines for Public Involvement Strategy for the Transportation 2030 Plan.

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

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

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

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

**Federal Policy Mandates**

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

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

#### **State Policy Mandates**

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

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

#### **Regional Policy Mandates**

All projects programmed in the LS&R Shortfall Program must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Furthermore, it is encouraged that all bicycle projects programmed in the Local Streets and Roads Shortfall Program support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC’s 2001 Regional Bicycle Plan (a component of the 2001 RTP) and Caltrans Deputy Directive 64. MTC’s Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC’s Web site at: <http://www.mtc.ca.gov/projects/rtp/bicycle.htm>

### **PART III. LOCAL STREETS AND ROADS PROJECT ELIGIBILITY**

**Purpose of Rehabilitation and Preventive Maintenance Projects.** The purpose of pavement rehabilitation and preventive maintenance projects is to preserve and extend the service life of an existing facility. This includes work on non-pavement items listed in Attachment A, placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Pavement rehabilitation and preventive maintenance strategies should extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.

**Pavement Management System.** MTC recognizes the importance of having effective pavement management tools available to jurisdictions. MTC’s pavement management system, StreetSaver™, is used by 106 of the 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. In addition to providing meaningful estimates on the future financial rehabilitation needs of the local streets and roads, the system also uses decision rules to help jurisdictions determine the most cost effective treatments for rehabilitating a facility.

The proposed projects must be based on the analysis results from an established PMS for a jurisdiction. The sponsoring agency must have a certified Pavement Management System (PMS), MTC's or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at [www.mtcpms.org/ptap/cert.html](http://www.mtcpms.org/ptap/cert.html).

**Project Eligibility.** The LS&R Shortfall funding is reserved for pavement rehabilitation and preventive maintenance projects located on the Metropolitan Transportation System (MTS).

Projects eligible for funding under the LS&R Shortfall Program include pavement rehabilitation, preventive maintenance, and non-pavement rehabilitation projects on the MTS. Because non-pavement elements of a project may vary depending on the nature of the rehabilitation project, MTC is not specifying a percentage that limits the non-pavement portion of a project. CMAs may dictate a specific non-pavement percentage in their respective call for projects. MTC encourages projects sponsors to apply discretion when submitting non-pavement projects or adding non-pavement elements to a project.

Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Generally, the non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Refer to Attachment A for a list of eligible non-pavement project types.

**Metropolitan Transportation System.** The local streets and roads shortfall funding is reserved for improving pavement and non-pavement facilities on the MTS. However, MTC allows flexibility for counties to fund non-MTS projects in jurisdictions without MTS routes or those who can demonstrate there is no need on their MTS routes. The project sponsor must demonstrate a Pavement Condition Index (PCI) of 70 or greater on their MTS routes before being granted the exception to use these funds off of the MTS.

Flexibility for funding pavement rehabilitation projects off of the MTS will be accepted based on meeting either of the two criteria:

- a) There are no MTS facilities in a particular jurisdiction; or
- b) All MTS facilities within an individual jurisdiction meet the Pavement Condition Index of 70 or above (or an equivalent condition rating). The PCI is based on MTC's Pavement Management System software rating. Upon request, MTC will accept an equivalent PCI threshold for jurisdictions that are using a pavement management system with a different condition rating scale. These jurisdictions are responsible for justifying their equivalent PCI rating requests.

First priority shall be given to MTS projects within a jurisdiction. Flexibility for funding projects off of the MTS will be evaluated on a case-by-case basis by the county CMAs.

**Fully Funded Projects.** MTC will program a project component only if it finds that the component itself is fully funded with committed funds. MTC will regard funds other than STP, CMAQ, and TE as committed when the agency with discretionary authority over the funds has made its commitment

to the project by ordinance or resolution. For federal discretionary funds, the commitment may be through federal approval of a full funding grant agreement or other federal approval. Any cost increases are the responsibility of the project sponsor.

**Federal-Aid Eligible Facilities.** All public roads functionally classified above rural minor collector are eligible for STP funding. The functional classification system for roadway facilities is further separated between urban and rural classification systems to reflect the fundamentally different travel characteristics of these two classes.

The urban functional classification system is hierarchically represented by four functional categories: 1) principal arterials, 2) minor arterials, 3) collector streets, and 4) local streets. Projects located on facilities classified as collector streets and above are eligible for funding in the urban system. Projects located on a facility classified as a local street in the urban functional classification is not eligible for funding.

The rural functional classification system is separated into five categories: 1) principal arterials, 2) minor arterials, 3) major collectors, 4) minor collectors, and 5) local streets. For facilities in the rural classification system, projects located on major collectors and above are eligible for funding. Projects located on facilities classified as minor collectors and local streets are not eligible for funding.

Caltrans maintains a database of the functional classifications for a majority of the roadways in California. For a general description of the functional classification system, please see [http://www.dot.ca.gov/hq/LocalPrograms/f\\_class/f\\_class.htm](http://www.dot.ca.gov/hq/LocalPrograms/f_class/f_class.htm). The database is accessible online at [http://www.dot.ca.gov/hq/LocalPrograms/Reports\\_db.htm](http://www.dot.ca.gov/hq/LocalPrograms/Reports_db.htm). Periodically, Caltrans shuts the database down to update the data. If the Caltrans database is inaccessible, please contact Office of Highway System Engineering, Caltrans, at (916) 654-5156 for a functional classification verification of a particular roadway.

#### **PART IV. COUNTY FUNDING TARGETS**

The LS&R Shortfall funding distribution is based on the MTS shortfalls for each county. The STP funds available for programming are in fiscal years (FY) 2005-06 and 2006-07. Assignment of the fiscal years to projects is becoming very important under the current fiscal conditions many agencies are facing. Specifically, funds designated for each project component will only be available for obligation in the fiscal year in which the funds are programmed in the Transportation Improvement Program (TIP). It is therefore very important that projects be ready to proceed in the year programmed. A project that is assigned FY 2005-06 funding is required to obligate those funds by June 30, 2006 and funds assigned in FY 2006-07 are required to obligate by June 30, 2007. Additionally, these projects cannot receive an obligation before the region meets the obligation needs for projects programmed with FY 2004-05 and earlier funds.

Table 1: Local Streets and Roads Funding Targets

County	MTS Shortfall (% Share)	FY 2005-06	FY 2006-07	Total Funding Targets
Alameda	10%	\$ 2,864,000	\$ 2,864,000	\$ 5,728,000
Contra Costa	11%	\$ 3,067,000	\$ 3,068,000	\$ 6,135,000
Marin	6%	\$ 1,690,000	\$ 1,690,000	\$ 3,380,000
Napa	6%	\$ 1,688,000	\$ 1,688,000	\$ 3,376,000
San Francisco	9%	\$ 2,673,000	\$ 2,673,000	\$ 5,346,000
San Mateo	7%	\$ 1,869,000	\$ 1,869,000	\$ 3,738,000
Santa Clara	28%	\$ 8,037,000	\$ 8,037,000	\$ 16,074,000
Solano	3%	\$ 943,000	\$ 944,000	\$ 1,887,000
Sonoma	20%	\$ 5,826,000	\$ 5,826,000	\$ 11,652,000
Total	100%	\$ 28,657,000	\$ 28,659,000	\$ 57,316,000

When distributing the funds, remember to assign funding to projects rounded to the nearest thousand. MTC will round downwards to the nearest thousand for any projects with non-rounded figures. Table 1 lists the funding targets for each county. Counties cannot exceed the annual targets listed.

#### **PART V. LOCAL MATCH**

Projects funded with STP funds require a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP is 11.47% of the total project cost. The Federal Highway Administration (FHWA) will reimburse up to 88.53% of the total project cost. The project sponsor is responsible for obtaining the required non-federal match.

#### **PART VI. PROJECT DELIVERY**

The Regional Project Delivery Policy (MTC Resolution No. 3606) establishes deadlines for funding in the STP and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. Resolution 3606 establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Transportation Equity Act for the Twenty-First Century (TEA-21) Reauthorization. Projects programmed in LS&R Shortfall Program are subject to the provisions of MTC Resolution No. 3606 (located on the internet at: [http://www.mtc.ca.gov/MTC/funding/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/MTC/funding/MTC_Res_3606.pdf)).

Projects are chosen for the LS&R Shortfall Program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP funds are for those projects alone. It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

STP, CMAQ, and TE funds are programmed in the fiscal year the project is to be obligated by FHWA. Projects selected in Second Cycle are expected to be obligated in FY 2005-06 through 2006-07. A project sponsor may not be reimbursed for expenditures made prior to the issuance of authorization to proceed (E-76). Therefore, the project sponsor must not incur costs prior to an authorization to proceed (E-76) from FHWA (or authorization for Advance Construction (AC)), or a transfer of funds to FTA (or pre-award authority).

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Delivery Policy which enforces fund obligation deadlines and project substitution for STP and CMAQ funds (MTC Resolution No. 3606).

**PART VII. PROJECT AMENDMENTS**

The implementing agency or MTC may determine that circumstances may justify changes to the STP programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.

**PART VIII. APPLICATION MATERIALS**

There are three elements to the application: 1) main application, 2) Resolution of Local Support and 3) Opinion of Legal Counsel.

Application Materials:	Deadlines:
1. Application	CMAs shall submit applications through the online application located at: <a href="http://apps06.mtc.ca.gov/webfms/index.jsp">http://apps06.mtc.ca.gov/webfms/index.jsp</a>  By August 31, 2004
2. Resolution of Local Support	Send the Resolutions of Local Support and Opinion of Legal Counsel to:  Melanie Choy Metropolitan Transportation Commission 101 Eighth Street Oakland, CA 94607
3. Opinion of Legal Counsel	By December 1, 2004

Project submittals from the CMAs will be accepted by MTC via the online application accessible through MTC's website at <http://apps06.mtc.ca.gov/webfms/index.jsp>. CMA's must submit their programs by August 31, 2004.

An authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested and an Opinion of Legal Counsel must accompany all local projects included in the Second Cycle Program. MTC has the authority to deprogram projects that do not have a Resolution of Local Support and an Opinion of Legal Counsel on file. Project sponsors and implementing agencies need to submit the documents by December 1, 2004. An agency with multiple projects can submit one Resolution of Local Support and Opinion of Legal Counsel that encompasses all of the projects. However, individual Certifications of Assurances accompanying the resolution of Local Support must be submitted for each project. Moreover, project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the statements into the Resolution of Local Support. A sample Resolution of Local Support and Opinion of Legal Counsel is provided in Attachment B, C, and D.

#### PART IX. PROJECT SUBMITTAL AND SCHEDULE

For more detailed Second Cycle Programming Policies, please refer to MTC Resolution No. 3615. Attached is the overall schedule for all eight of the project categories of the Second Cycle STP/CMAQ/TE Program (Attachment E) for your reference.

**CMAs must submit project applications to MTC by Tuesday, August 31, 2004.**

For more information regarding the Local Streets and Roads Shortfall Funding Program, please contact the following MTC staff:

<b>Ross Mckeown</b>	<b>rmckeown@mtc.ca.gov</b>	<b>(510) 464-7842</b>
<b>Melanie Choy</b>	<b>mchoy@mtc.ca.gov</b>	<b>(510) 464-7865</b>

For more information regarding the online WebFMS application process, please contact the following MTC staff:

<b>Raymond Odunlami</b>	<b>rodunlami@mtc.ca.gov</b>	<b>(510) 464-7717</b>
<b>Tom Mac</b>	<b>tmac@mtc.ca.gov</b>	<b>(510) 464-7867</b>

For more information regarding the Pavement Management System, please contact the following MTC staff:

<b>Theresa Romell</b>	<b>tromell@mtc.ca.gov</b>	<b>(510) 817-3243</b>
<b>Sui Tan</b>	<b>stan@mtc.ca.gov</b>	<b>(510) 817-3250</b>

**Attachment A**  
**Pavement Rehabilitation and Preventive Maintenance Project**  
**Eligible Project Costs**

**Category: Pavement Rehabilitation and Preventive Maintenance**

- A. Material cost
- B. Labor cost
- C. Rental equipment costs related to the project
- D. Pavement striping costs
- E. Replacement of loop detectors
- F. Necessary incidental repairs required by the roadway improvement  
(such as repairs/replacement of storm drains, culverts, drainage channels, curb & gutter, driveway conforms)
- G. Staff costs
- H. Project design costs
- I. Construction engineering/management costs (up to 15% of construction cost)
- J. Contract procurement and advertising costs
- K. Adjustment of storm drain manholes/survey monuments/storm water inlets/ utility covers and boxes
- L. Traffic control at project site
- M. Dust control measures
- N. Erosion control measures
- O. Repairs to shoulders
- P. Mobilization costs

**Non-Pavement Rehabilitation Project Types**

- 1. Minor Structures:
  - Drainage –headwalls, CMP, etc
  - Retaining walls
  - Storm damage (slope protection, slide repair)
- 2. ADA compliance – (ramps)
- 3. NPDES / Permits
- 4. Traffic Safety – Signs, signals, striping, etc
- 5. Bike path – Class II / III only
- 6. Pedestrian – Sidewalks

**Attachment B**

Project sponsors must submit a completed project application for each project proposed for funding in the Local Streets and Roads Shortfall Program. In addition to the application available on the Internet at: <http://www.mtc.ca.gov/funding.htm>, projects sponsors must submit a Resolution of Local Support and Opinion of Legal Counsel.

- 1a. Resolution of local support \*
- b. Local agency certification of assurances
2. Opinion of legal counsel \*

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

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

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

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

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

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

**Attachment C: Part 1a.**  
**Second Cycle STP/CMAQ/TE Program**  
**Sample Resolution of Local Support**

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

**AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDING FOR (project name) AND COMMITTING THE NECESSARY NON-FEDERAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT**

**WHEREAS**, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Surface Transportation Program (23 U.S.C. § 133 and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

**WHEREAS**, the TEA-21 legislation will guide STP, CMAQ, and TE programming until a TEA-21 Reauthorization bill is authorized; and

**WHEREAS**, pursuant to TEA-21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS**, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

**WHEREAS**, (applicant) is an eligible project sponsor for Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

**WHEREAS**, (applicant) wishes to submit an application to MTC for funds from the Surface Transportation Program Improvement Program in fiscal year 2005-06 and 2006-07 for the following project:

(project description) .

**WHEREAS**, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that funds must be obligated by June 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program; and
- 5) that the sponsor has a certified pavement management system (PMS).

**NOW, THEREFORE, BE IT RESOLVED** by (governing board name) that (applicant) is authorized to execute and file an application for funding under the Surface Transportation Program of TEA-21 Reauthorization in the amount of (\$ STP request) for (project description); and

**BE IT FURTHER RESOLVED** that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in non-federal matching funds; and
- 2) (applicant) understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding for the project is fixed at (\$ STP/CMAQ amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by June 30 of the year the project is programmed for in the TIP.

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

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

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

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

**BE IT FURTHER RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

**BE IT FURTHER RESOLVED** that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

**Attachment C: Part 1b.  
Second Cycle STP/CMAQ/TE Program  
Certification of Assurances**

The sponsor indicated below hereby certifies that the project indicated below, for which Surface Transportation Program funding from MTC's Local Streets and Roads Shortfall Program is requested, meets the following project screening criteria. **Please initial each.**

**Sponsoring Agency:** \_\_\_\_\_

**Project Name:** \_\_\_\_\_

1. The project is eligible for consideration in the Surface Transportation Program, as identified in Section 1108 of the Transportation Equity Act for the 21st Century.
2. The agency is an eligible sponsor of projects in the Surface Transportation Program. \_\_\_\_\_
3. An application has been submitted for the project. \_\_\_\_\_
4. The project is consistent with the Regional Transportation Plan (RTP). \_\_\_\_\_
5. The project is fully funded and results in an operable and useable segment. \_\_\_\_\_
6. For the funds requested, no costs have/will be incurred prior to the federal authorization of the funds. \_\_\_\_\_
7. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project. \_\_\_\_\_
8. The implementing agency has a certified Pavement Management System with MTC in accordance with Section 119 of Title 23, United States Code. \_\_\_\_\_
9. Cost increases on the project are the responsibility of the project sponsor. \_\_\_\_\_
10. Cost savings from the project will be returned to the region. \_\_\_\_\_
11. The sponsor agrees to be available for any audit of STP/CMAQ funds, if requested. \_\_\_\_\_

The sponsor agrees to abide by all regulations, statutes, rules and procedures applying to Second Cycle STP/CMAQ/TE Program, and to follow all requirements associated with the funds programmed to the TIP, including, but are not limited to the four items below: \_\_\_\_\_

1. Environmental requirements: NEPA standards and procedures for all projects with Federal funds; CEQA standards and procedures for all projects programmed with State funds.
2. Federal Transit Administration (FTA) requirements, as outlined in FTA regulations and circulars for all projects with FTA funding
3. Federal Highway Administration (FHWA) and Caltrans requirements for highway and other roadway projects as outlined in the Caltrans Local Programs Manual.
4. Federal air quality conformity requirements, and local project review requirements, as outlined in the adopted Bay Area Conformity of the State Implementation Plan (SIP).

**Certified By:** Signature \_\_\_\_\_ Print Name \_\_\_\_\_ Date: \_\_\_\_\_

**Attachment D**  
**Second Cycle STP/CMAQ/TE Program**  
**Part 2. Sample Opinion of Legal Counsel**

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix C. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TE Second Cycle Program for TEA-21 Reauthorization; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission  
Fr: (Applicant)  
Re: Eligibility for STP, CMAQ, and TE Second Cycle Program funds for TEA-21 Reauthorization

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) \_\_\_\_\_ for funding from the STP, CMAQ, and TE Second Cycle Program made available pursuant to the Reauthorization of TEA-21 Legislation.

1. (Applicant) \_\_\_\_\_ is an eligible sponsor of projects for the STP, CMAQ, and TE Second Cycle Program for TEA-21 Reauthorization.
2. (Applicant) \_\_\_\_\_ is authorized to submit an application for STP, CMAQ, and TE Second Cycle Program funding for TEA-21 Reauthorization for (project) \_\_\_\_\_
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) \_\_\_\_\_ making applications for STP, CMAQ, and TE Second Cycle Program funds for TEA-21 Reauthorization. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation, which might in any way adversely affect the proposed projects, or the ability of (Applicant) \_\_\_\_\_ to carry out such projects.

Sincerely,

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

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

**Attachment E- STP, CMAQ, and TE -  
Second Cycle Programming for TEA-21 Reauthorization  
Schedule of Activities  
May 1, 2004**

Activities	Categories 1, 2, & 3 Clean Air, Reg. Operations, Planning Activities	Category 4 Transit Capital Shortfall	Category 5 Local Streets and Roads Shortfall	Category 6 TLC/HIP Program Cycle 1	Category 7 Regional Bicycle and Pedestrian	Category 8 STIP Backfill
Program Development	April 28, 2004		April 28, 2004	April 28, 2004	April – July 2004	January 2004
Issue Call for Projects	May 2004	To be determined	May 3, 2004	Mid- May 2004	Fall 2004	January 2004
End Call for Projects	August 31, 2004		August 31, 2004	June 30, 2004	To be determined	February 2004
Project Screening and Review	September 1 – 10, 2004		September 1 – 10, 2004	July 2004		February 2004
Presentation to PTAC	September 20, 2004		September 20, 2004			February 9, 2004
PAC Authorization to Release Program for Public Review	October 13, 2004	October 13, 2004	October 13, 2004	October 13, 2004		March 3, 2004
Begin Public Comment Period	October 18, 2004	October 18, 2004	October 18, 2004	October 18, 2004		March 5, 2004
Public Hearing at PAC	November 10, 2004	November 10, 2004	November 10, 2004	November 10, 2004		March 24, 2004
End Public Comment Period	November 19, 2004	November 19, 2004	November 19, 2004	November 19, 2004		April 6, 2004
Proposed Second Cycle Programming to PAC	December 8, 2004	December 8, 2004	December 8, 2004	December 8, 2004		April 14, 2004
Commission adoption of Second Cycle Programming	December 22, 2004	December 22, 2004	December 22, 2004	December 22, 2004		April 28, 2004
TIP Amendment Approval of projects by FHWA, FTA, CAtrans	January/February 2005	To be decided	January/February 2005	January/February 2005		October 2004



DATE: May 28, 2004  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: State Transit Assistance Funds (STAF) Proposed Funding Plan  
for FY 2004-05 and FY 2005-06

**Background:**

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

**Discussion:**

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

Member agencies, through their Intercity Transit Consortium member, and STA staff submitted candidate projects/programs for STAF funding for FY 2004-05 and FY 2005-06. Using these submittals, Consortium members met on May 5, 2004 to develop a proposed 2-year program. The proposed program is included as Attachment A.

On May 26, 2004, both the Intercity Transit Consortium and the STA TAC recommended approval of the proposed STAF program as shown in Attachments A and B.

**Recommendation:**

Approve the following:

1. The State Transit Assistance Funds (STAF) program for FY 2004-05 as specified in Attachment A.
2. The State Transit Assistance Funds (STAF) program for FY 2005-06 as specified in Attachment B.

**Attachments**

- A. Draft STAF Program Allocation for FY 2004-05
- B. Draft STAF Program Allocation for FY 2005-06

DRAFT  
State Transit Assistance Funds Program  
Allocation for FY 2004-05

**NORTHERN COUNTIES STAF**

<b>Revenue Estimates</b>	<u>FY 04-05</u>
FY 2004-05 STAF Estimate (MTC, 2/25/04)	423,073
FY 2003-04 Revenue Adjustment	17,636
Projected Carryover from FY 2003-04	<u>62,526</u>
	503,235

<b>Projects/Programs</b>	
Intercity Transit Operating Assistance (Rte 85)	175,000
Planning Staff and Studies	98,000
Marketing	98,000
Countywide Transit Consolidation Feasibility Study	35,000
SR 12 Transit Study	25,000
CALWORKS Extended Hours Transit	10,000
Match for LIFT Grants	20,000
ITS Equipment	30,000
	491,000
Balance to Carry Forward	12,235

**REGIONAL PARATRANSIT STAF**

<b>Revenue Estimates</b>	<u>FY 04-05</u>
FY 2004-05 STAF Estimate (MTC, 2/25/04)	175,997
FY 2003-04 Revenue Adjustment	0
Projected Carryover from FY 2003-04	<u>25,748</u>
	201,745

<b>Projects/Programs</b>	
Vallejo Paratransit (1/2 of estimate)	88,000
Paratransit 5310 Match (03-04 and 04-05)	34,050
Paratransit Vehicles Sinking Fund	
Paratransit coordination, PCC	20,000
Potential Paratransit Deficit	<u>42,000</u>
	184,050

Balance to Solano Paratransit Operating Assistance	17,695
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DRAFT  
State Transit Assistance Funds Program  
Allocation for FY 2005-06

**NORTHERN COUNTIES STAF**

<b>Revenue Estimates</b>	<u>FY 05-06</u>
FY 2005-06 STAF Estimate (MTC, 2/25/04)	430,000
Projected Carryover from FY 2004-05	12,235
	<u>442,235</u>

<b>Projects/Programs</b>	
Intercity Transit Operating Assistance (Rte 85)	
Planning Staff and Studies	105,000
Marketing	98,000
Countywide Transit Consolidation Feasibility Study	40,000
CALWORKS Extended Hours Transit	
Match for LIFT Grants	20,000
ITS Equipment	45,000
Transit Reserve	
	<u>308,000</u>

Balance to Carry Forward	134,235
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**REGIONAL PARATRANSIT STAF**

<b>Revenue Estimates</b>	<u>FY 05-06</u>
FY 2005-06 STAF Estimate (MTC, 2/25/04)	176,000
Projected Carryover from FY 2004-05	
	<u>176,000</u>

<b>Projects/Programs</b>	
Vallejo Paratransit (1/2 of estimate)	88,000
Paratransit 5310 Match	
Paratransit Vehicles Sinking Fund	34,000
Paratransit coordination, PCC	20,000
	<u>142,000</u>



DATE: June 1, 2004  
TO: STA Board  
FROM: Robert Guerrero, Assistant Planner  
RE: Fiscal Year 2004-05 TDA Article 3 Program and 5-Year TDA  
Article 3 Bicycle/Pedestrian Plan

**Background:**

Transportation Development Act (TDA) funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (i.e. Solano Transportation Authority). 2% of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. Although the exact amount fluctuates every year, Solano County generally receives between \$210,000 to \$230,000 annually.

The STA Bicycle Advisory Committee (BAC) is required by MTC to review TDA Article 3 applications and make recommendations to the STA Board for approval. To assist the BAC in its recommendation, a 5-Year TDA Article 3 Bicycle/Pedestrian Plan was established to prioritize projects which will require funding in the next five years. The BAC annually updates the 5-Year Plan to add or remove bicycle/pedestrian projects from the list. The 5-Year Plan is based on an annual estimated allocation of \$230,000.

The 5-Year TDA Article 3 Bicycle/Pedestrian Plan is intended to be consistent with the Countywide Bicycle Plan, the Countywide Pedestrian Plan, and the Alternative Modes Element of the Comprehensive Transportation Plan.

**Discussion:**

The STA Board issued a 'call for projects' for bicycle or pedestrian projects to be included or adjusted for the annual update of the 5-Year Solano Bicycle/ Pedestrian Plan in January 2004. Attachment A includes a summary of submitted requests for project adjustments and inclusion in the 2004-2009 5-Year TDA Article 3 Bicycle/Pedestrian Plan. The STA received requests from the City of Benicia, County of Solano, City of Rio Vista, City of Suisun City, and the City of Vacaville (see Attachment A).

There was a significant increase in available TDA Article 3 funds for fiscal year 2004-05. The original TDA Article 3 estimate was based on an average annual allocation of \$230,000; however, the actual amount available for this year is \$256,827 plus an additional \$170,792 from adjusted carryover interest funds for a combined total of \$436,573.

The BAC reviewed the new project requests for year 1 (FY 2004-05) of the 5-Year Plan and made funding recommendations for each of the projects as follows:

		Requested Funding	Recommended Funding
1.	City of Benicia State Park Road Bike/Pedestrian Bridge	\$200,000	\$124,573
2.	County of Solano Suisun Valley Road Bridge at Suisun Creek Replacement Project (Bridge no. 23C-76)	\$76,000	\$76,000
3.	Suisun City Central County Bikeway Gap Closure project	\$86,000	\$86,000
4.	City of Vacaville Construct Ulatis Creek Class 1 Bike Path (Segments A & B)	\$150,000	\$150,000
Total		\$512,000	\$436,573

The recommended funding was based on presentations provided by the project sponsor, availability of funds, project readiness, and the previous 5-Year Plan. However, the BAC requested that the new project requests for year 5 of the 5-Year Plan be brought back for additional discussion. The project sponsor applications are attached to this report for more detailed information regarding each project outlined above for year 1 (FY2004-05) (see Attachment B).

Staff is recommending the STA Board approve the TDA Article 3 claims for FY 2004-05. A draft STA Board resolution approving the applications is attached to this report in Attachment C. Upon Board approval, staff will submit the applications to MTC. Project sponsors will then coordinate their TDA Article 3 claims/reimbursements directly with MTC.

**Recommendation:**

Adopt a resolution as specified in Attachment C approving the Solano TDA Article 3 applications for projects listed in Year 1 (Fiscal Year 04-05) of the 5-Year TDA Article 3 Bicycle/ Pedestrian plan as specified in Attachment B.

**Attachments:**

- A. Fiscal Year 2004 to 2009 5-Year TDA Article 3 Bicycle/Pedestrian Plan
- B. Year 1 (FY 2004-05) TDA Article 3 project applications
- C. FY 2004-05 TDA Article 3 Board Resolution

5-Year Solano Bicycle/Pedestrian Plan (2004-2009)

Project Sponsor	Project	Total Project	TDA Request	Recommend.	Est. Funding Balance	Comments	Consistent w/ Countywide Bicycle Plan (New Projects)
<b>Year 1 (2004-2005)</b>							
1. City of Vacaville	Construct Ulafls Creek Class I Bike Path (Segment A)		\$75,000	\$62,000	\$374,573	\$230,000 of est. MTC funds. Carry over funding will be included after estimates from FY 2003-04 are approved. Proposed in letter dated January 5, 2000; Project renamed 2003	
2. City of Vacaville	Construct Ulafls Creek Class I Bike Path (Segment B)		\$75,000	\$62,000	\$312,573	Proposed in letter dated January 5, 2000; Project renamed 2003	
3. County of Solano	Suisun Valley Road Bridge at Suisun Creek Replacement Project (Bridge no. 23C-76)	\$1,200,000.00	\$76,000.00	\$76,000.00	\$30,000	Previous bridge project at Suisun Valley Road (Bridge no 23-C77) is delayed due to environmental constraints. Request made 2003.	

NEW PROJECT REQUEST FOR 04-05

City of Vacaville	Ulafls Creek Class I Bike Path (segments A & B)		\$26,000.00	\$26,000.00	\$210,573	Request at least \$26,000 or more	X
Suisun City	Central County Bikeway Gap Closure Project	\$704,000.00	\$86,000.00	\$86,000.00	\$124,573.00		X
City of Benicia	State Park Road Bike/Pedestrian Bridge	\$1,500,000.00	\$200,000.00	\$124,573.00	\$0.00		X

<b>SUBTOTAL</b>	<b>Subtotal:</b>	<b>\$3,404,000</b>	<b>\$538,000</b>	<b>\$436,573</b>	<b>\$0</b>		
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<b>Year 2 (2005-2006)</b>							
1. Co. of Solano	Winters Railroad Bridge over Pulah Creek	\$2,000,000	\$150,000	\$150,000	\$80,000	\$230,000 MTC estimate plus any balance from previous year. These TDA Article 3 funds are intended to help a local match to other state or federal discretionary to be pursued by applicant.	
2. City of Fairfield	Construct Class I Fairfield Linear Park and related enhancements (landscaping, lighting, amenities) located between Union Avenue and Air Base Parkway	\$1,400,000	\$1,400,000	\$79,907	\$93	These TDA Article 3 funds are intended to help a local match to other state or federal discretionary to be pursued by applicant.	
<b>SUBTOTAL</b>	<b>Subtotal:</b>	<b>\$3,400,000</b>	<b>\$1,550,000</b>	<b>\$229,907</b>	<b>\$93</b>		

<b>Year 3 (2006-2007)</b>							
1. City of Fairfield	Class I Linear Park Trail- design and construction of enhancements (landscaping, lighting, amenities, etc.) for the Linear Park Trail between Union Avenue and North Texas Street.	1,400,000	\$60,093	\$60,093	\$170,000	\$230,000 MTC estimate plus any balance from previous year. Applicant requested additional funding for the Linear Project for a total of \$140,000. Letter dated Jan. 7th 2002.	
2. Solano County	Vacaville-Dixon Bike Route (Phase I)		\$150,000	\$150,000	\$20,000	Applicant request dated 2/15/02	
<b>SUBTOTAL</b>	<b>Subtotal:</b>	<b>\$1,400,000</b>	<b>\$210,093</b>	<b>\$210,093</b>	<b>\$20,000</b>		

<b>Year 4 (2007-2008)</b>							
City of Rio Vista	Class I Bike Route between Trilogy Subdivision and Downtown Rio Vista	\$312,000	\$100,000	\$100,000	\$180,000	\$230,000 MTC estimate plus any balance from previous year. Request made 2003	
County of Solano	Suisun Valley Road Bridge at Suisun Creek Replacement Project (Bridge no. 23C-77)	\$1,400,000	\$80,000	\$80,000	\$100,000	Originally recommended for funding in 2004-05 for \$76,000. Request made 2003.	
City of Vacaville	Ulafls Creek Class I Bike Path (Segment C)	\$150,000	\$75,000	\$75,000	\$25,000	Request made 2003	
<b>SUBTOTAL</b>	<b>Subtotal:</b>	<b>\$1,867,000</b>	<b>\$255,000</b>	<b>\$255,000</b>	<b>\$25,000</b>		

<b>Year 5 (2008-2009)</b>							
					\$255,000	\$230,000 MTC estimate plus any balance from previous year.	

NEW PROJECT REQUEST

City of Vacaville	Ulafls Creek Class I Bike Path (Segment D) - completes the class I bikerooute between Allison Drive to Ulafls Drive near intersection w/ Nut Tree Road.	\$250,000	\$150,000				X
Solano County	Bridge replacement project to include class 2 bike route on Abernathy Road, south of Mankas Corner Road.		\$100,000				X
Solano County	Bridge replacement project to include class 2 bike route on Cordelia Road, east of Thomasson Lane		\$100,000				X
Rio Vista	Waterfront Pedestrian and Bicycle Improvements		\$200,000				X
Suisun City	Class I Bike/Pedestrian Path along McCoy Creek from Highway 12 to Pentail		\$75,000				X
STA	Countywide Bicycle Plan Update		\$40,000				
<b>SUBTOTAL</b>	<b>Subtotal:</b>	<b>\$0</b>	<b>\$465,000</b>	<b>\$0</b>	<b>\$0</b>		

**TDA Article 3 Project Application Form ATTACHMENT B**

Fiscal Year of this Claim: 2004-05      Applicant: City of Benicia

Contact person: Michael Throne, City Engineer

E-Mail Address: Michael.Throne@ci.benicia.ca.us      Telephone: 707-746-4240

Secondary Contact: Tonya Gilmore, Management Assistant

E-Mail Address: tgilmore@ci.benicia.ca.us      Telephone: 707-746-4334

Short Title Description of Project: State Park Road Bike/Pedestrian Bridge

Amount of claim: \$124,573.00

**Functional Description of Project:**  
Construction of a Class 1 bike path and widen an existing freeway overcrossing between the intersection of Rose Drive/Columbus Parkway and the entrance to Benicia State Recreation Area. Length is approximately 1,300 feet. This project improves bike and pedestrian safety and accessibility over the freeway. It also closes a gap in the Bay trail system.

**Financial Plan:**  
The \$124,573 requested will be for Final Design Plans, Specifications and Estimate, including all associated work necessary to publicly bid this project. Additional funding is required for construction and construction management.

**Project Components:**

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	\$85,000	\$124,573			\$209,573
list all other sources:					
1. State & Fed Grant			\$1,065,000		\$1,065,000
2. Local Match			\$150,000		\$150,000
3.					
<b>Totals</b>	<b>\$85,000</b>	<b>\$124,573</b>	<b>\$1,215,000</b>		<b>\$1,424,573</b>

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	Yes Concept Design
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: <a href="http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm">http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm</a> )	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	Yes
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	Yes
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) <u>12/2007</u>	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: <u>Caltrans</u> )	No (pending)



**Resolution No. 2004-26**

Attachment B

page 1 of 2

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2004/2005      Applicant: City of Suisun City

Contact person: Gerald "Gary" Cullen, Jr.

Mailing Address: 701 Civic Center Boulevard, Suisun City, CA 94585

E-Mail Address: gcullen@suisun.com      Telephone: (707) 421-7340

Secondary Contact (in event primary not available): Nick Lozano

E-Mail Address: nlozano@suisun.com      Telephone: (707) 421-7344

Short Title Description of Project:: Central County Bikeway Gap Closure from Marina Boulevard to the Amtrak Train Station.

Amount of claim: \$86,000

Functional Description of Project:

10-foot wide concrete Class I Bikeway.

**Financial Plan:**

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, construction management, contingency). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments (make certain the use of the currently requested funding is made clear in the "Project Elements" section below, and include any other clarifying information on the next page).

**Project Elements:** Preliminary engineering (planning and engineering), construction engineering (administration and inspection), construction, and contingencies.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$86,000.00			\$86,000.00
list all other sources:					
1. BTA		\$593,000.00			\$593,000.00
2. TDA Art. 3 FY 03/04	\$25,000.00				\$25,000.00
3. LWCF FY 04/05		\$84,000.00			\$84,000.00
4.					
<b>Totals</b>	\$25,000.00	\$763,000.00			\$788,000.00

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," on the next page provide the approximate date approval is anticipated).	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page.	Yes
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: <a href="http://www.dot.ca.gov/hq/oppd/hdm/chapters/1001.htm">http://www.dot.ca.gov/hq/oppd/hdm/chapters/1001.htm</a> ).	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation on the next page).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (If "NO" provide an explanation on the next page; and note that MTC cannot allocate funds to a project which lacks environmental clearance).	Yes
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) <u>October 2006</u> .	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes

Resolution No. INSERT NUMBER  
Attachment B  
page INSERT PAGE NUMBER of INSERT TOTAL PAGE NUMBERS

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2004 – 2005      Applicant: CITY OF VACAVILLE

Contact person: EDWARD P. HUESTIS

E-Mail Address: ehuestis@cityofvacaville.com      Telephone: (707) 449-5424

Secondary Contact (in event primary not available) JOHN CASEY

E-Mail Address: jcasey@cityofvacaville.com      Telephone: (707) 449-5179

Short Title Description of Project: ULATIS CREEK CLASS I BIKE PATH (SEGMENT B)

Amount of claim: \$75,000

**Functional Description of Project:**  
The Ulatis Creek Class I Bike Path project is a Class 1 Bikeway along the Ulatis Creek from Allison Drive to Nut Tree Road.

**Financial Plan:**  
Below, please list project components being applied for such as planning, engineering right-of-way, construction, contingencies etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

**Project Components:**  
Design Engineering and Construction

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$ 75,000			\$ 75,000
list all other sources:					
1. Y-SAQMD		\$ 75,000			\$ 75,000
2.		\$			\$
3.		\$			\$
4.		\$			\$
<b>Totals</b>		\$150,000			\$150,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: <a href="http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm">http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm</a> )	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	YES
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	NO
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) SEPTEMBER 2005	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES

Resolution No. INSERT NUMBER  
Attachment B  
page INSERT PAGE NUMBER of INSERT TOTAL PAGE NUMBERS

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2004 – 2005      Applicant: CITY OF VACAVILLE

Contact person: EDWARD P. HUESTIS

E-Mail Address: ehuestis@cityofvacaville.com      Telephone: (707) 449-5424

Secondary Contact (in event primary not available) JOHN CASEY

E-Mail Address: jcasey@cityofvacaville.com      Telephone: (707) 449-5179

Short Title Description of Project: ULATIS CREEK CLASS I BIKE PATH (SEGMENT A)

Amount of claim: \$75,000

**Functional Description of Project:**  
The Ulatis Creek Class I Bike Path project is a Class 1 Bikeway along the Ulatis Creek from Allison Drive to Nut Tree Road.

**Financial Plan:**  
Below, please list project components being applied for such as planning, engineering right-of-way, construction, contingencies etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

**Project Components:**  
Design Engineering and Construction

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$ 75,000			\$ 75,000
list all other sources:					
1. Y-SAQMD		\$ 59,000			\$ 59,000
2. TIF		\$ 16,000			\$ 16,000
3.		\$			\$
4.		\$			\$
<b>Totals</b>		\$150,000			\$150,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: <a href="http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm">http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm</a> )	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	YES
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	NO
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) SEPTEMBER 2005	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES

Draft

SOLANO TRANSPORTATION AUTHORITY

RESOLUTION \_\_\_\_\_

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED  
CLAIM TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR  
THE ALLOCATION OF FISCAL YEAR 2004-05 TDA ARTICLE 3  
PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN SOLANO  
COUNY**

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

**WHEREAS**, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in the County of Solano, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

**WHEREAS**, each claimant in the County of Solano whose project or projects have been prioritized for inclusion in the fiscal year 2004-05 TDA Article 3 countywide coordinated claim has forwarded to the Solano Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it.

**RESOLVED**, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that the Solano Transportation Authority approves the submittal to MTC, of the County of Solano fiscal year 2004-05 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;

- C. one copy of the governing body resolution, and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim.

\_\_\_\_\_  
 Karin MacMillan, Chair  
 Solano Transportation Authority

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

\_\_\_\_\_  
 Daryl K. Halls, Executive Director  
 Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this day of \_\_\_\_\_ by the following vote:

Ayes: \_\_\_\_\_  
 Nos: \_\_\_\_\_  
 Absent: \_\_\_\_\_  
 Abstain: \_\_\_\_\_  
 Attest: \_\_\_\_\_

Resolution No.  
Attachment A

	<b>Short Title Description of Project</b>	<b>TDA Article 3 Amount</b>	<b>Total Project Cost</b>
1.	City of Benicia-State Park Road Bike/Ped Bridge	124,573	\$1,424,573
2.	County of Solano-Suisun Valley Road Bridge at Suisun Creek (23C-76)	\$76,000	\$1,338,254
3.	City of Suisun City-Central County Bikeway	\$86,000	\$788,000
4.	City of Vacaville- Segments A & B of the Ulatis Creek Bike Route	\$150,000	\$300,000
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	<b>Totals</b>	<b>\$436,573</b>	<b>\$3,850,827</b>



DATE: June 2, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Policy for Allocation of Local Return to Source Funds  
from Proposed Transportation Sales Tax Expenditure Plan

**Background:**

As part of the development of the draft County Transportation Expenditure Plan (CTEP), a public opinion poll was conducted of 600 high propensity Solano County voters. The survey included questions regarding voter receptivity to various regional transportation projects such as the I-80/680/SR 12 Interchange, the SR 12 corridor, Commuter Rail and Senior/Disabled Transit Services. In addition, the poll asked the survey participants to identify their support for a set of local transportation projects located within each of the seven cities. Survey respondents were only asked questions regarding projects located within the city in which they reside. Based on the survey results, there was clear interest in a short list of local transportation projects and improvements needed in Solano County city (see the attached summary of the public opinion poll).

The support expressed in the public opinion poll for these local transportation projects has been reinforced by public participants who have attended the eight community meetings held throughout Solano County's seven cities and the Cordelia area.

The CTEP for Measure E did contain a category titled, "Local Fast Track Safety and Congestion Relief Projects." At that time, the STA adopted a policy to earmark \$35 million from the revenues to be generated from the passage of Measure E to these "Fast Track" projects. This was to be allocated as follows:

1. LARGE CITIES - \$6 million each  
Fairfield  
Vacaville  
Vallejo
2. SMALL CITIES - \$3 million each  
Benicia  
Dixon  
Rio Vista  
Suisun City
3. COUNTY OF SOLANO - \$5 million

**Discussion:**

Based on the direction of the STIA Board and the public input received from the public opinion poll and multiple community meetings, staff is recommending that a percentage of the revenues (10%) generated by the proposed sales tax for transportation be dedicated to Local Return to

Source Projects. This would generate an estimated \$140 million over the proposed 30-years term of the measure.

Staff is recommending that these funds be allocated based on the current and projected population of each jurisdiction over the 30-years term of the expenditure plan. This will serve to provide a balance between the large cities with more costly transportation projects and issues, providing the smaller cities with equally as important transportation needs with sufficient funds to address their needs, and to balance the allocation of these funds over the 30-years to account for the variable rates of projected population growth among the eight jurisdictions within the county.

This policy was reviewed and unanimously approved by the TAC on May 26<sup>th</sup>. On June 3<sup>rd</sup>, the Local Funding Subcommittee reviewed this item and recommended its approval by the STA Board with an added amendment to review and reconsider this policy every ten years as part of the review of the County Transportation Expenditure Plan (CTEP).

Attached are the 2000 population figures for Solano County's jurisdictions, the estimated forecast for population growth over the next 30 years, the average percentage of population over the thirty-year term for the expenditure plan, and the estimated amount of Local Return to Source Funds to be allocated to each jurisdiction consistent with this policy.

**Recommendation:**

Approve the following:

1. Adopt a policy for the allocation of future Transportation Sales Tax revenues to member agencies for Local Return to Source Projects based on population averaged over the 30-year term of the expenditure plan as specified in attachment C.
2. Direct staff to agendize for STA Board review and reconsideration the policy for allocation of funds for Local Return to Source Projects every ten years as part of the review of the County Transportation

Attachments:

- A. 2004 Solano County Population Figures
- B. Projected Population Growth for Solano County 2000-2030
- C. Allocation Plan for Local Return to Source Funds with Adoption of Policy Based on Population Averaged over 30 Years Term of the CTEP

**ABAG**  
**Solano County**  
**City/County Population**  
**January 1, 2004**

<b>SOLANO COUNTY</b>	<b>POPULATION</b>
BENICIA	26,990
DIXON	16,325
FAIRFIELD	103,599
RIO VISTA	6,274
SUISUN CITY	27,416
VACAVILLE	95,082
VALLEJO	121,085
INCORPORATED	396,771
SOLANO COUNTY	19,692
COUNTY TOTAL	416,463

SUBREGIONAL STUDY AREA	TOTAL POPULATION						
	2000	2005	2010	2015	2020	2025	2030
BENICIA**	26,928	28,000	28,600	29,600	30,300	30,600	31,200
DIXON**	16,180	19,600	22,400	26,100	29,200	32,200	34,300
FAIRFIELD**	96,545	108,400	117,600	127,200	133,800	139,400	144,700
RIO VISTA**	4,715	8,600	12,600	15,500	17,500	18,100	18,500
SUISUN CITY**	26,640	29,300	31,600	33,800	34,700	35,400	36,100
VACAVILLE**	89,304	100,600	110,100	119,300	125,100	129,100	132,800
VALLEJO**	119,917	130,000	135,100	143,900	149,500	155,700	163,000
REMAINDER	14,313	15,700	16,700	16,700	16,700	16,700	16,700
<b>SOLANO COUNTY</b>	<b>394,542</b>	<b>440,200</b>	<b>474,700</b>	<b>512,100</b>	<b>536,800</b>	<b>557,200</b>	<b>577,300</b>

\*CITY    \*\*CITY SPHERE OF INFLUENCE    \*\*\*OTHER SUBREGIONAL AREA

# LOCAL RETURN TO SOURCE PROJECTS -- DRAFT ALLOCATION FORMULA

Draft 5/21/04

## TOTAL POPULATION/ABAG POPULATION PROJECTIONS

	2000	2005	2010	2015	2020	2025	2030	Avg. % of County Population	Local Return to Source \$
BENICIA	26,928 6.83%	28,000 6.36%	28,600 6.02%	29,600 5.78%	30,300 5.64%	30,600 5.49%	31,200 5.40%	5.93%	\$8.31 m
DIXON	16,180 4.10%	19,600 4.45%	22,400 4.72%	26,100 5.10%	29,200 5.44%	32,200 5.78%	34,300 5.94%	5.08%	\$7.11 m
FAIRFIELD	96,545 24.47%	108,400 24.63%	117,600 24.77%	127,200 24.84%	133,800 24.93%	139,400 25.02%	144,700 25.06%	24.82%	\$34.74 m
RIO VISTA	4,715 1.20%	8,600 1.95%	12,600 2.65%	15,500 3.03%	17,500 3.26%	18,100 3.25%	18,500 3.20%	2.65%	\$3.71 m
SUISUN CITY	26,640 6.75%	29,300 6.66%	31,600 6.66%	33,800 6.60%	34,700 6.46%	35,400 6.35%	36,100 6.25%	6.53%	\$9.15 m
VACAVILLE	89,304 22.63%	100,600 22.85%	110,100 23.19%	119,300 23.30%	125,100 23.30%	129,100 23.17%	132,800 23.00%	23.07%	\$32.29 m
VALLEJO	119,917 30.39%	130,000 29.53%	135,100 28.46%	143,900 28.10%	149,500 27.85%	155,700 27.94%	163,000 28.23%	28.64%	\$40.10 m
SOLANO CO. UNINC.	14,313 3.63%	15,700 3.57%	16,700 3.52%	16,700 3.26%	16,700 3.11%	16,700 3.00%	16,700 2.89%	3.28%	\$4.59 m
SOLANO CO. TOTAL	394,542	440,200	474,700	512,100	536,800	557,200	577,300	100.00%	\$140.00 m



DATE: June 3, 2004  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Local Streets Funding Formula for Proposed Sales Tax

**Background:**

On September 12, 2001, the STA Board of Directors approved a TAC recommendation to distribute potential revenues for streets and roads rehabilitation from a Transportation Sales Tax on a formula considering both population and centerline miles of roadway. The TAC members evaluated several potential distribution formulas and recommended a formula based upon a 1.5:1 split between population and centerline miles; therefore, 60% of available revenues would be distributed based upon population and 40% distributed based upon centerline miles within each jurisdiction (see Attachment A).

**Discussion:**

The formula adopted by the STA Board in September 2001 provided the basis for determining the distribution of road rehabilitation funds identified in Measure E, the Solano County Transportation Sales Tax measure that received 60% of the vote in November 2002, but failed to receive the 2/3 voter approval as required by State Proposition 218.

In developing the 1.5:1 distribution formula, the TAC considered both population and total centerline miles per jurisdiction. Several potential formulas were considered to determine the amount of future road rehabilitation revenues that may be available to individual member agencies, including ratios (Population to Centerline Miles) of 1:1, 2:1 and 1.5:1 (see Attachment A).

The Solano Transportation Improvement Authority (STIA) has identified road rehabilitation as a likely category to include in a County Transportation Expenditure Plan (CTEP) as it evaluates the potential for placing a Solano County Transportation Sales Tax measure on the November 2004 ballot. A distribution methodology will be required to provide funds to member agencies from a transportation sales tax.

The funding distribution previously recommended by the TAC and approved by the STA Board in 2001 (1.5:1, Population to Centerline miles) was reevaluated by the TAC on May 26, 2004. TAC members recognized the disparity between the significant centerline miles in the unincorporated county versus a small population and supported distributing potential transportation sales tax revenues on a formula incorporating both population and centerline miles. However, several TAC members expressed concerns that the existing formula (1.5:1) favored the county too heavily due to the following two additional factors:

1. Cities have many multiple-lane streets whereas county roads are primarily two-lane; therefore, centerline miles do not accurately reflect the total amount of pavement per jurisdiction.
2. Proposition 42 revenues for local streets and roads rehabilitation will be heavily weighted to the county.

After the discussion of the above factors, a motion was made to retain the current formula (1.5:1). The motion was defeated 6-2. (with Dixon and Solano County voting YES).

After further discussion, the TAC approved a motion to recommend a distribution formula of 4:1 (Population: Centerline miles) to the STA Board for potential future transportation sales tax revenues for local streets and roads. The vote on this motion was 5-3. (Dixon, Solano County and Suisun City voting NO).

On June 3, 2004, the Local Funding Subcommittee (Board Members Len Augustine, Anthony Intintoli, John Silva, and Jim Spering) also reviewed and discussed the current policy and the recommendation from the TAC to modify the policy from 1.5:1 to 4:1. At the meeting, the Local Funding Subcommittee unanimously voted to support a revised formula based on 2:1 (population to center lane miles) that is a compromise between the current STA policy and the revision recommended by the TAC.

Attachment B provides a comparison of the current 1.5:1 distribution formula with the proposed 4:1 formula recommended by the TAC and the 2:1 formula recommended by the Local Funding Subcommittee based upon \$210 million recommended to be available in the draft transportation sales tax expenditure plan. For information, Attachment B highlights the distribution of these funds based on each policy option for the \$210 million. Attachment C provides information on Proposition 42 funds that are proposed for distribution to Cities and the County starting in FY 2008-09 as discussed by the TAC.

**Recommendation:**

Approve an amendment to the STA policy for the allocation of future Transportation Sales Tax revenues to member agencies for local road rehabilitation based on a formula of 2:1 (66.7% population to 33.3% center lane miles) as specified in attachment B.

**Attachments:**

- A. Allocation Alternatives for Road Rehab Projects for Local Funding Measure (September 2001)
- B. Comparison of 1.5:1, 2:1 and 4:1 Distribution Formulas for \$210M
- C. Proposition 42 Funds from FY 2008-09 – FY 2025-26

**POTENTIAL ALLOCATION FORMULAS FOR ROAD REHAB FOR LOCAL FUNDING MEASURE**

Agency	Population		Centerline Miles		Population:Centerline Miles Ratios	
	Population <sup>1</sup>	% of Pop	Miles <sup>2</sup>	% Miles	1.5:1	4:1
Benicia	27,000	6.48%	92.3	5.74%	6.19%	6.33%
Dixon	16,350	3.93%	47.5	2.95%	3.54%	3.73%
Fairfield	103,600	24.87%	247.1	15.37%	21.07%	22.97%
Rio Vista	6,275	1.51%	28	1.74%	1.60%	1.55%
Suisun City	27,400	6.58%	70.3	4.37%	5.70%	6.14%
Vacaville	95,100	22.83%	218.3	13.58%	19.13%	20.98%
Vallejo	121,100	29.07%	298.4	18.56%	24.87%	26.97%
County	19,700	4.73%	605.7	37.68%	17.91%	11.32%
	416,525	100.00%	1607.6	100.00%	100.00%	100.00%

**POTENTIAL ROAD REHAB ALLOCATION FOR LOCAL FUNDING MEASURE (\$210M)**

	Current STA Policy		TAC Recommendation		Local Funding Com. Rec.	
	1.5:1	\$210M	4:1	\$210M	2:1	\$210M
Benicia	6.19%	12,990,418	6.33%	13,301,523	6.24%	13,094,120
Dixon	3.54%	7,427,882	3.73%	7,835,542	3.60%	7,563,769
Fairfield	21.07%	44,250,716	22.97%	48,241,438	21.71%	45,580,957
Rio Vista	1.60%	3,361,256	1.55%	3,262,466	1.58%	3,328,326
Suisun City	5.70%	11,961,880	6.14%	12,888,088	5.84%	12,270,616
Vacaville	19.13%	40,174,590	20.98%	44,060,646	19.75%	41,469,942
Vallejo	24.87%	52,225,034	26.97%	56,640,096	25.57%	53,696,721
County	17.91%	37,608,224	11.32%	23,770,200	15.71%	32,995,549
	100.00%	\$210,000,000	100.00%	210,000,000	100.00%	\$210,000,000

- NOTES:
1. Population from Dept of Finance 1/1/2004
  2. Center Line miles are based on 2002 data.

## Allocation Alternatives for Road Rehab Projects for Local Funding Measure -Measure E

### Population and Centerline Miles for Each Jurisdiction

	Population		Centerline Miles		Population : Centerline Miles		
	Population	% Pop	Miles	% Miles	50/50	2:1 (%)	1.5:1 (%)
Benicia	29000	7.27%	92.3	5.74%	6.50%	6.76%	6.66%
Dixon	15550	3.90%	47.5	2.95%	3.43%	3.58%	3.52%
Fairfield	95300	23.88%	247.1	15.37%	19.63%	21.05%	20.48%
Rio Vista	4850	1.22%	28	1.74%	1.48%	1.39%	1.43%
Solano Co.	20850	5.23%	605.7	37.68%	21.45%	16.04%	18.21%
Suisun City	27250	6.83%	70.3	4.37%	5.60%	6.01%	5.85%
Vacaville	91500	22.93%	218.3	13.58%	18.26%	19.81%	19.19%
Vallejo	114700	28.75%	298.4	18.56%	23.65%	25.35%	24.67%
<b>TOTAL</b>	<b>399000</b>	<b>100%</b>	<b>1607.6</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### Analysis of Road Rehab Allocation Alternatives for Local Funding Measure

	5% of \$500M = \$25,000,000			10% of \$500M = \$50,000,000			15% of \$500M = \$75,000,000		
	50/50 (%)	2:1 (%)	1.5:1 (%)	50/50 (%)	2:1 (%)	1.5:1 (%)	50/50 (%)	2:1 (%)	1.5:1 (%)
Benicia	\$ 1,626,206	\$ 1,689,818	\$ 1,664,373	\$ 3,252,412	\$ 3,379,636	\$ 3,328,747	\$ 4,878,618	\$ 5,069,455	\$ 4,993,120
Dixon	\$ 856,495	\$ 895,767	\$ 880,058	\$ 1,712,990	\$ 1,791,534	\$ 1,760,116	\$ 2,569,484	\$ 2,687,300	\$ 2,640,174
Fairfield	\$ 4,906,931	\$ 5,261,680	\$ 5,119,781	\$ 9,813,863	\$ 10,523,360	\$ 10,239,561	\$ 14,720,794	\$ 15,785,041	\$ 15,359,342
Rio Vista	\$ 369,658	\$ 347,734	\$ 356,504	\$ 739,316	\$ 695,467	\$ 713,007	\$ 1,108,975	\$ 1,043,201	\$ 1,069,511
Solano Co.	\$ 5,362,856	\$ 4,010,701	\$ 4,551,563	\$ 10,725,712	\$ 8,021,402	\$ 9,103,126	\$ 16,088,568	\$ 12,032,103	\$ 13,654,689
Suisun City	\$ 1,400,319	\$ 1,502,677	\$ 1,461,734	\$ 2,800,638	\$ 3,005,354	\$ 2,923,468	\$ 4,200,957	\$ 4,508,032	\$ 4,385,202
Vacaville	\$ 4,563,947	\$ 4,953,659	\$ 4,797,774	\$ 9,127,895	\$ 9,907,318	\$ 9,595,649	\$ 13,691,842	\$ 14,860,978	\$ 14,393,323
Vallejo	\$ 5,913,587	\$ 6,337,964	\$ 6,168,213	\$ 11,827,175	\$ 12,675,928	\$ 12,336,426	\$ 17,740,762	\$ 19,013,891	\$ 18,504,640
<b>TOTAL</b>	<b>\$ 25,000,000</b>	<b>\$ 25,000,000</b>	<b>\$ 25,000,000</b>	<b>\$ 50,000,000</b>	<b>\$ 50,000,000</b>	<b>\$ 50,000,000</b>	<b>\$ 75,000,000</b>	<b>\$ 75,000,000</b>	<b>\$ 75,000,000</b>

**POTENTIAL PROPOSITION 42 REVENUES  
FOR ROAD REHABILITATION FY 08/09-25/26**

	PROP 42
Benicia	5,397,000
Dixon	2,839,000
Fairfield	17,375,000
Rio Vista	818,000
Suisun City	5,030,000
Vacaville	16,811,000
Vallejo	21,211,000
County	113,037,000
	182,518,000

Proposition 42 information from 2002 STA Staff Report.



DATE: June 2, 2004  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: 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.

In the last two long-range plans, MTC has also engaged in a "visioning" process to identify new revenue sources and other policy initiatives beyond the financial constraints imposed by federal and state planning regulations. In the 1998 Regional Transportation Plan (RTP), this vision element was known as "Track 2;" in the 2001 RTP, it was called the "Blueprint." These prior efforts did not significantly engage the participation of the congestion management agencies, transit operators or the public because they were generally viewed as a grab bag of projects seeking new tax revenue. The projects or the potential funding sources (or both) struck many observers as unrealistic or unattainable. And while a vision plan by definition should challenge the transportation community to stretch in new directions, the vision must have the ring of plausibility to attract sponsors and support of the voting public.

The vision element for the Transportation 2030 Plan has been labeled by MTC as the "Big Tent." The Transportation 2030 Plan will be structured so that the financially constrained and Big Tent elements of the document will together comprise MTC's long-range plan for the Bay Area's surface transportation system. This time MTC hopes to integrate the Big Tent policy and funding initiatives into the heart of the Transportation 2030 Plan.

MTC priorities have made progress on two fronts. First, the T-2030 Phase I deliberations resulted in the creation of new programmatic commitments for regional bicycle/pedestrian and "lifeline" investment that will be featured in both the financially constrained and Big Tent elements of Transportation 2030. Second, the Transportation and Land Use Platform MTC adopted in December 2003 provides a foundation for a continuing policy focus of the long-range plan. The next major piece of work for the Big Tent is to develop the financial game plan to fund the significant transit and road rehabilitation shortfalls identified in Phase I, as well as to fund the system efficiency and capacity improvements needed to keep pace with the region's growth.

The financially constrained element of the RTP presents formidable challenges in attempting to forecast a reasonable estimate of revenue from the panoply of existing funding sources over a 25-year time horizon. In one respect, the Big Tent revenue exercise is far simpler because MTC, STA and other partner agencies begin with a blank slate. On the other hand, MTC has stated that the prior experience in the 1998 and 2001 RTP's should caution every agency that the Big Tent is likely to meet the same fate as Track 2 or the Blueprint unless the partner agencies can forge a regional consensus around a set of new revenue measures that can be realistically delivered in the near- and mid-term. The implied time frame for pursuing these revenues should be within the next 5-10 years if the Big Tent is to represent a real "call to action" as proposed by MTC.

In past long-range plans, a typical feature of the discretionary revenue picture would be increases in the federal or state fuel tax. MTC has omitted them this time because neither tax has been adjusted in more than a decade, attempts to adjust them in this year's congressional and state legislative sessions ended in failure, and the persistence of higher gasoline prices at the pump may foreclose political debate about raising gas taxes for the foreseeable future.

It also seems unlikely that, given the current price of gasoline, MTC could persuade Bay Area voters to enact a regional gas tax. However, MTC may still propose such a regional gas tax since it is the only untapped discretionary revenue source within MTC's current authority to impose. The task would certainly be more achievable with a majority vote standard, as opposed to the current 2/3 requirements. Thus, MTC staff is recommending that their Commission shift its future focus from asking the Legislature to raise the gas tax itself, to recasting the regional gas tax enabling legislation to a user fee approach requiring only a simple majority vote as did Regional Measure 2.

On May 12, 2004, the STA Board approved a list of fiscally constrained T-2030 Track 1 and Inter-regional Transportation Improvement Program (ITIP) projects for submittal to MTC, based upon the \$277.8 million of the federal and state funds currently projected for Solano County over the next 25 years. The Big Tent list of projects is intended to be in addition to the Track 1 and ITIP list and will require a 2/3 vote of the public (i.e. in the proposed County Transportation Expenditure Plan) before such funds can be secured.

#### **Discussion:**

MTC has 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 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 local (non-MTS) streets and roads
- Additional improvements to SR 12: Fairfield-Rio Vista and Jameson Canyon (Solano County's portion)
- Additional funding for Capitol Corridor train stations, track improvements, rolling stock and operating funds to provide additional commuter-oriented trains

- Solano Napa Passenger Rail Service
- Expanded Vallejo Baylink Ferry Service
- Expanded senior and disabled transit services
- Expanded express bus capital and operating
- Additional park and ride facilities or expansions
- Local and regional transportation safety projects

The 2004 County Transportation Expenditure Plan (CTEP) is currently under development by the Solano Transportation Improvement Authority (STIA) and the draft County Transportation Expenditure plan is expected to be submitted to the STIA Board for review at their June 9, 2004 Board meeting.

On May 26, 2004 both the TAC and Consortium reviewed the attached Big Tent list of projects and recommended that the STA Board approve and submit them to MTC for inclusion in the Regional Transportation Plan T-2030.

**Fiscal Impact:**

None. The proposed Big Tent list will identify potential projects or programs and long term funding to help implement priority projects of the STA and its member agencies. There are no direct impacts or costs to the STA Budget.

**Recommendations:**

Approve the following:

1. Proposed list of Big Tent projects for T-2030 for Solano County as specified in Attachment A; and
2. Authorize the Executive Director to submit the proposed list of Big Tent projects for Solano County to MTC for inclusion into T-2030.

Attachment A – Proposed Draft Big Tent projects for Solano County for T-2030 dated 6-2-04

<b>Solano Transportation Authority</b>						
<b>PROPOSED BIG TENT PROJECTS FOR T-2030</b>						
<b>(in millions of 2004\$)</b>						
<b>For Public Review - 06/2/2004</b>						
<b>PROJECT/ PROGRAM</b>	<b>TOTAL PROJECT COST EST.</b>	<b>EXISTING FUNDING</b>	<b>APPROVED T-2030 TRACK 1 Funds</b>	<b>PROPOSED SOLANO ITIP FUNDS</b>	<b>UNFUNDED NEED (in millions)</b>	<b>PROPOSED BIG TENT FUNDING (in millions)</b>
<b>Solano Countywide</b>						
Rehabilitation of Local (non-MTS) Streets and Roads Pavement and Non Pavement Shortfall	\$ 561.64	\$232.77	\$41.00	\$0.00	\$287.87	\$210.00
Non-capacity increasing safety projects to improve congested intersections, local arterials and highways	\$ 100.00	TBD	\$3.00	\$0.00	\$97.00	\$25.00
Senior and Disabled Transit Capital and Operating	\$127.00	\$0.00	\$0.00	\$0.00	\$127.00	\$105.00
Express Bus Program Capital and Operating	\$ 382.00	\$249.00	\$5.00	\$0.00	\$128.00	\$83.00
Alternative Modes (Bicycle, Pedestrian, TLC and park and ride/rideharing facilities)	\$ 180.00	\$ 102.00	\$ 12.80	\$0.00	\$ 65.20	\$0.00

<b>Solano Transportation Authority</b>						
<b>PROPOSED BIG TENT PROJECTS FOR T-2030</b>						
<b>(in millions of 2004\$)</b>						
<b>For Public Review - 06/2/2004</b>						
<b>PROJECT/ PROGRAM</b>	<b>TOTAL PROJECT COST EST.</b>	<b>EXISTING FUNDING</b>	<b>APPROVED T-2030 TRACK 1 Funds</b>	<b>PROPOSED SOLANO ITIP FUNDS</b>	<b>UNFUNDED NEED (in millions)</b>	<b>PROPOSED BIG TENT FUNDING (in millions)</b>
<b>I-80 Corridor (Eastshore - North) and I-680 North Corridor (Diablo)</b>						
I-80/680/12 Interchange (includes North Connector)	\$769.00	\$123.00	\$89.80	\$70.00	\$486.20	\$250.00
I-80/680/780 Corridor Improvements (includes match for local interchanges)	\$1,126.00	\$8.00	\$32.00	\$56.35	\$1,029.65	\$350.00
Commuter Rail Service - Sacramento to Oakland (capital and operating)	\$231.00	\$30.00	\$10.00	\$0.00	\$191.00	\$113.00
Vallejo Baylink Ferry Service	\$95.10	\$45.10	\$0.00	\$0.00	\$50.00	\$50.00
Jepson Parkway	\$70.40	\$22.20	\$43.00	\$0.00	\$5.20	\$0.00

<b>Solano Transportation Authority</b>						
<b>PROPOSED BIG TENT PROJECTS FOR T-2030</b>						
<b>(in millions of 2004\$)</b>						
<b>For Public Review - 06/2/2004</b>						
<b>PROJECT/ PROGRAM</b>	<b>TOTAL PROJECT COST EST.</b>	<b>EXISTING FUNDING</b>	<b>APPROVED T-2030 TRACK 1 Funds</b>	<b>PROPOSED SOLANO ITIP FUNDS</b>	<b>UNFUNDED NEED (in millions)</b>	<b>PROPOSED BIG TENT FUNDING (in millions)</b>
<b>North Bay East-West Corridor</b>						
S.R. 12 Corridor Improvements (Napa County Line to Sacramento River)	\$ 198.75	\$ 38.00	\$ 41.20	\$ 17.85	\$ 101.70	\$ 90.00
Commuter Rail Service - Solano to Napa (capital and operating)	\$134.00	\$0.00	\$0.00	\$0.00	\$134.00	\$0.00
	\$3,840.89	\$850.07	\$277.80	\$144.20	\$2,568.82	\$1,276.00
<b>BIG TENT TARGET</b>						\$ 1,200.00



DATE: May 26, 2004  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Request to Maintain Funding from MTC for Solano Napa  
Commuter Information (SNCI) Program

**Background:**

The Solano Transportation Authority's Solano Napa Commuter Information (SNCI) program has been operating a rideshare program in Solano County since 1979. As was the case with many rideshare programs around the State, the program was originated by Caltrans. The program primarily served Solano County until Napa County was added to the program's service area about five years ago.

In 1995, rideshare programs throughout the State were transitioned from Caltrans to primarily regional transportation planning agencies. The Metropolitan Transportation Commission (MTC) became responsible for the Bay Area's rideshare programs. MTC contracted with the two rideshare programs in the Bay Area to continue services much like they had been operating under Caltrans. SNCI was one of the two programs with the other being RIDES for Bay Area Commuters (a non-profit located in Oakland). MTC entered into two separate 5-year agreements with RIDES and the County of Solano (where SNCI was housed at the time) beginning with FY95/96. At the conclusion of that 5-year period, MTC distributed a Request for Proposals (RFP) for rideshare services in the Bay Area. SNCI teamed with RIDES to submit a proposal and was successful. The resulting contract provided five years of funding and included an option for MTC to extend it for another five years. Under this current structure, the SNCI program is a subcontractor to RIDES. FY04/05 is the final year of this contract.

**Description:**

MTC has chosen not to extend its Regional Rideshare Program (RRP) contract with RIDES/SNCI for another five years. Instead, MTC has indicated that a five-year contract for the RRP will be bid out. The RFP process is planned to begin by Fall 2004 (see Attachment). As part of the Investment Policies approved in the early development of the Regional Transportation Plan (RTP) 2030, the decision was made to reduce RRP funding by 30%. By RTP policy, this would go into effect in FY07/08. However, discussions are underway to possibly reduce by the whole 30%, or in part, the RRP budget for the next two fiscal years in preparation for the FY07/08 reduction.

The Metropolitan Transportation Commission's (MTC) Regional Rideshare Program has been the largest and most reliable funding source for the SNCI program for many years. The other major funding source is local Transportation Funds for Clean Air (TFCA); this funding source is on a year-by-year allocation.

The SNCI program has been a valuable resource to Solano and Napa counties. The counties and transit operators perhaps best know SNCI for its provision of services and information for carpooling and vanpooling, but SNCI has for years been providing extensive transit trip planning assistance, outreach, and marketing. Local and intercity bus services, Baylink Ferry, AMTRAK, and other local and regional transit services are highly promoted and supported by SNCI. Besides transit, local jurisdictions' bicycle facility improvements have been also been promoted. While advancing the region's rideshare program goals, the SNCI program has built strong local partnerships to deliver services and products locally of high value to the public, businesses, and other organizations throughout Solano and Napa counties.

To continue and build upon the SNCI program, MTC's multi-year funding is critical. It has been the only reliable source of multi-year funding. The funding from MTC's Regional Rideshare Program contract has been approximately \$350,000 each year. A reduction of 30% would be \$105,000. If the 30% is applied in full to the SNCI program, a reduction of this magnitude would require a significant decrease in SNCI program services and outreach or an increase from other revenue sources.

To maintain funding at existing levels, alternate revenue sources available could be Eastern Solano County Congestion Management Air Quality (Eastern CMAQ) funds and/or Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) allocated to Solano and/or Napa. These funding sources are year-to-year allocations rather than longer range funding commitments. Each has other competing projects seeking funding.

Securing a reliable, multi-year funding source at the current level is important in maintaining and building upon the SNCI program's current and future success. Local funds are envisioned to continue to supplement rather than replace regional funding for the SNCI program. Staff recommends the STA Board adopt a position supporting the maintenance of regional rideshare program funding at current levels for the SNCI program prior to MTC's release of the Request for Proposals for the RRP.

**Recommendation:**

Authorize the STA Chair to forward a letter of support to MTC to maintain Regional Rideshare Program funding for the Solano Napa Commuter Information program.

Attachment:

A. Regional Rideshare Program Procurement Planning



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Regional Rideshare Program Technical Advisory Committee      DATE: May 24, 2004

FR: Susan Heinrich-Beaty and Emily Van Wagner

RE: Regional Rideshare Program Procurement Planning

As mentioned at our last meeting, we will be preparing for a new procurement for regional rideshare program (RRP) services beginning on July 1, 2005. We plan to issue a Request for Proposals (RFP) this fall.

The following memorandum outlines our proposed plans for the RRP procurement, including ideas about (1) a tentative schedule for the procurement; (2) establishing a Procurement Working Group; and (3) how we can balance the need for completing the procurement while at the same time continuing to address FY 04-05 issues/deliverables review with the full TAC.

While the schedule is tentative, we thought it would be useful to provide an overview of the level of effort we are planning for this procurement. From now through mid-August, we expect to spend considerable effort developing the draft RFP that will be issued for industry review in August. From November through the end of January, we will be involved in evaluation of the proposals. We need to work with the TAC on how best to incorporate insights and interests into the RFP—while at the same time, continuing to address FY 04-05 RRP issues. At our May 27<sup>th</sup> meeting, we would like your feedback on these issues.

Proposed Procurement Schedule. We have developed a tentative procurement schedule to allow for (1) industry review of the draft RFP; (2) submittals of Best and Final Offers (BAFOs) following consultant interviews; and (3) a three-month transition period prior to the start of full-scale operations under the new contract. We have also factored into the schedule our plan to coordinate with other MTC traveler information projects on their procurement planning; an objective of this joint effort is to identify if there are any synergies and cost savings possible by re-thinking how these various programs' core services are delivered.

The following outlines the proposed schedule:

- August 16, 2004: Issue industry review RFP
- October 4: Issue RFP
- November 10: Proposals due
- January 3, 2005: BAFOs due
- February 9: MTC Administration Committee for approval of consultant selection
- March 16: Contract signed
- April 4: 3-month transition begins
- July 1, 2005: Start of full-scale operations

Proposed Procurement Working Group. At our May 27th meeting, we would like to discuss our recommendation to establish a Procurement Working Group to assist in development of the RFP over the summer and serve on the evaluation panel this fall. We'd also like to discuss Working Group membership, levels of participation (e.g., evaluation panel member, observer, etc.), and suggestions on how best to ensure that we are keeping all TAC members informed of critical decisions before they are finalized. We propose that after Working Group membership has been confirmed at the June 17<sup>th</sup> meeting, the Group will convene later in June and at least twice a month in July and August.

Regular TAC Meetings. Over the next several months, we anticipate that RFP development will be a focus. We also understand that we need to continue working with the TAC on review of FY 04-05 issues and deliverables. Based on a review of the FY04-05 schedule for the next several months, we have identified major deliverables that the TAC has expressed interest in reviewing. The following table identifies how we propose to structure review:

<b>Deliverables for TAC Review</b>		
<b>Deliverable</b>	<b>Deliverable Due Date</b>	<b>Proposed Review Process</b>
D1. Outreach Plan	7/31/04	<ul style="list-style-type: none"> <li>• RIDES to coordinate with Solano, Napa, Contra Costa, and San Mateo counties prior to updating relevant sections of the Outreach Plan.</li> <li>• TAC to e-mail comments on draft Outreach Plan to MTC.</li> <li>• MTC to e-mail final Outreach Plan to TAC members.</li> </ul>
E2. Marketing Plan	7/31/04	<ul style="list-style-type: none"> <li>• Topic for discussion during Rideshare Thursday Working Group meeting.</li> <li>• TAC to e-mail comments on draft Marketing Plan to MTC.</li> <li>• MTC to e-mail final Marketing Plan to TAC members.</li> </ul>
F1. Implementation Plan	7/31/04	<ul style="list-style-type: none"> <li>• At the May 27<sup>th</sup> TAC meeting, TAC to identify areas of the FY 04-05 scope of work requiring greater detail and/or clarity, for inclusion in the Implementation Plan.</li> <li>• TAC feedback to be incorporated into the draft Implementation Plan, which will be e-mailed to TAC in July for comment.</li> <li>• TAC to e-mail comments on the draft Implementation Plan to MTC.</li> <li>• MTC to e-mail final Implementation Plan to TAC members.</li> </ul>

From June-September, we propose that the full TAC meet twice, as follows:

1. June 17, 12-3 pm: This meeting will be used to finalize some decisions relating to the upcoming procurement, including TAC involvement.
2. September 16, 1:30-3:30 pm: This meeting will be used to update the TAC on the procurement process as well as provide additional opportunities for input prior to issuing the final RFP.

In the meantime, we propose keeping all TAC members informed of the procurement process.



DATE: May 28, 2004  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: I-80/680/780 Corridor Study – Mid-term and Long-term Projects

**Background:**

The Major Investment Study (MIS)/Corridor Study for the Interstate highway system in Solano County was awarded to Korve Engineering on March 3, 2003. The Draft Study is complete and was provided to members of the Corridor Working Group, Project Development Team, and others for comments in March. The original Draft Mid-term Projects list was approved by the STA Board of Directors in September 2003. The Draft Long-Term Projects list has been completed. A final summary document that recommends project phasing for the whole corridor is an integral part of this study. The summary document also incorporates the findings/recommendations from the Transit Corridor Study and the Truck Scales Relocation Study into recommendations for the corridor.

**Discussion:**

Staff members from STA and Korve Engineering have continued to work closely with Caltrans District 4 traffic operations and planning staff to further refine the mid-term projects and to develop a prioritized list of long-term projects. The goal of the study was to provide a series of projects, in priority order, that addresses current and future congestion while balancing the traffic flow throughout the corridors.

By working closely with Caltrans District IV Operations staff, an Operational Strategy was developed that provided a systematic analysis of each of the three freeway corridors, considering the constraining effects of bottlenecks on downstream freeway segments. The Operational Strategy was an iterative process that evaluated the following performance characteristics: (a) freeway bottleneck sections, (b) length of queue upstream of each bottleneck, (c) vehicle delay associated with each bottleneck, (d) where applicable, HOV time savings, (e) queuing on ramps and freeway-to-freeway connectors.

The attached Draft Mid-term Projects list (see Attachment A) is slightly different than the list the TAC and STA Board approved last Fall. The attached list was developed in cooperation with Caltrans based upon "balancing" the flow through the corridor by focusing more on the congestion relief component of operational improvements. As a result, auxiliary lanes projects in areas of low congestion are considered a lower priority by Caltrans than adding capacity and/or auxiliary lanes in areas of heavy congestion.

The Draft Long-term Projects List (see Attachment B) continues the operational analysis used for the Mid-term Projects. The following performance measures were also used to develop the proposed project priority:

1. Traffic Operations
2. Safety
3. HOV Lane Performance
4. Preliminary Right-of-Way Requirements
5. Preliminary Environmental Constraints
6. Order of Magnitude Costs
7. Complements Transit Plan
8. User Benefit.

The Final Draft I-80/I-680/I-780 Major Investment & Corridor Study will be provided to the STA Board, under separate cover, at the meeting on June 9, 2004 for review and comment. The Final Draft will be submitted to the TAC on June 30, 2004 for action and submitted to the STA Board on July 14, 2004 for consideration of adoption of the study. Upon adoption by the STA Board, the I-80/I-680/I-780 Major Investment & Corridor Study will be officially transmitted to Caltrans District 4 for their concurrence.

On May 26, 2004, the STA TAC unanimously recommended approval of the Mid-term and Long-term project lists.

**Recommendation:**

Approve the following:

1. The revised Draft Mid-term Projects List, for the I-80/680/780 Corridors, as specified in Attachment A.
2. The Draft Long-term Projects List, for the I-80/680/780 Corridors, as specified in Attachment B.

Attachments:

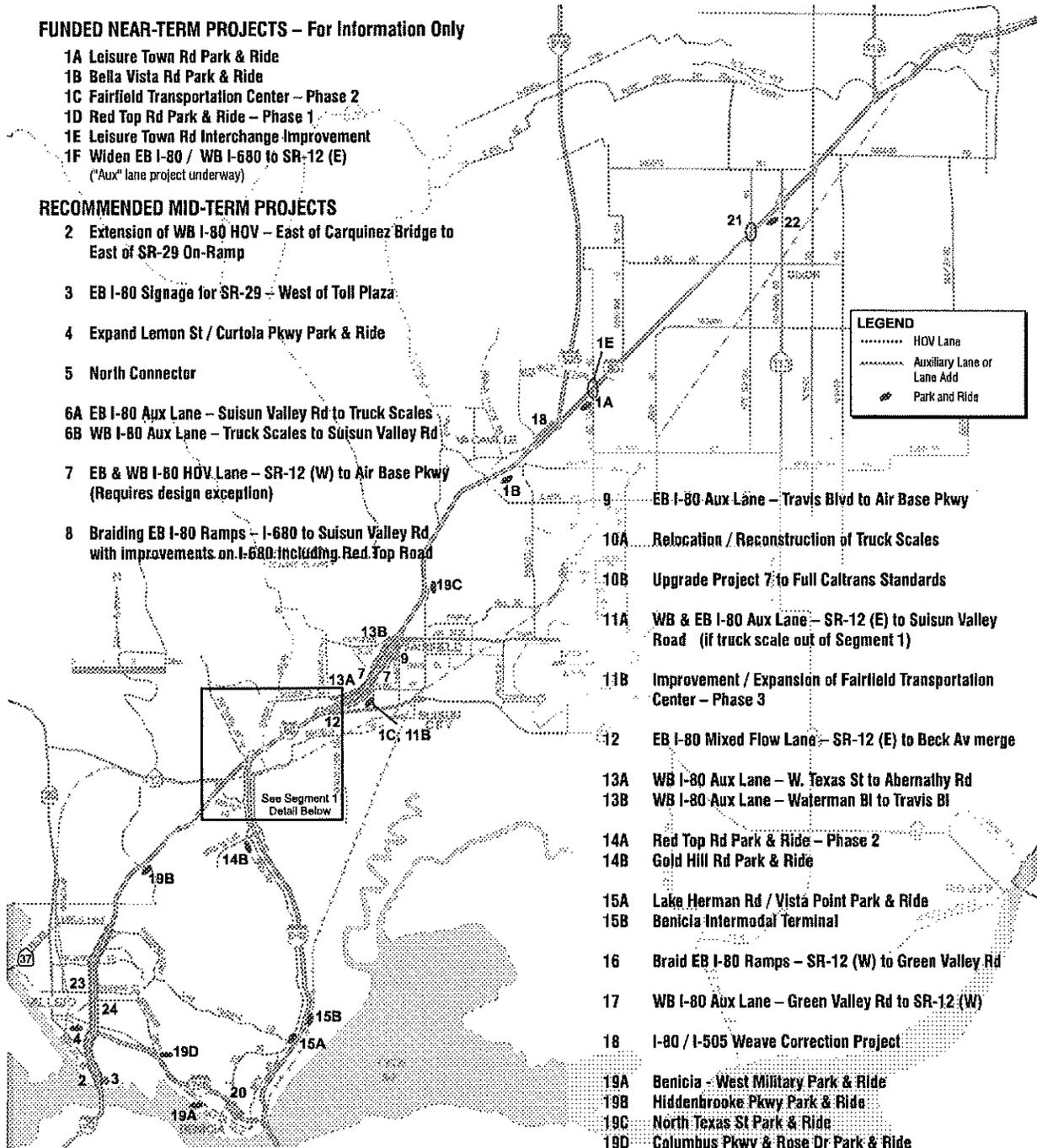
- A. Draft Mid-term Projects
- B. Draft Long-term Projects

**FUNDED NEAR-TERM PROJECTS – For Information Only**

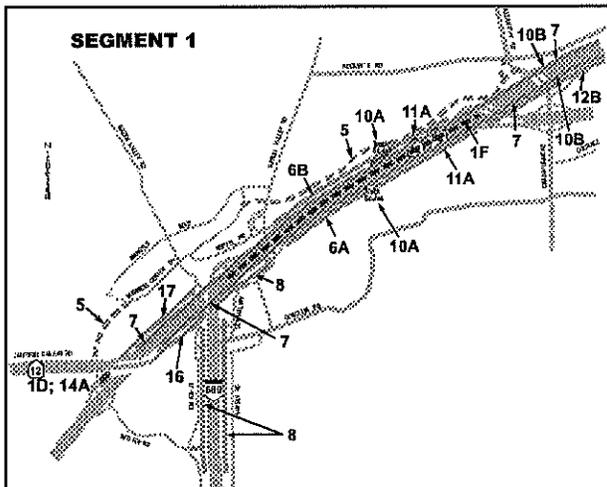
- 1A Leisure Town Rd Park & Ride
- 1B Bella Vista Rd Park & Ride
- 1C Fairfield Transportation Center – Phase 2
- 1D Red Top Rd Park & Ride – Phase 1
- 1E Leisure Town Rd Interchange Improvement
- 1F Widen EB I-80 / WB I-680 to SR-12 (E)  
("Aux" lane project underway)

**RECOMMENDED MID-TERM PROJECTS**

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



- 9 EB I-80 Aux Lane – Travis Blvd to Air Base Pkwy
- 10A Relocation / Reconstruction of Truck Scales
- 10B Upgrade Project 7 to Full Caltrans Standards
- 11A WB & EB I-80 Aux Lane – SR-12 (E) to Suisun Valley Road (if truck scale out of Segment 1)
- 11B Improvement / Expansion of Fairfield Transportation Center – Phase 3
- 12 EB I-80 Mixed Flow Lane – SR-12 (E) to Beck Av merge
- 13A WB I-80 Aux Lane – W. Texas St to Abernathy Rd
- 13B WB I-80 Aux Lane – Waterman Bl to Travis Bl
- 14A Red Top Rd Park & Ride – Phase 2
- 14B Gold Hill Rd Park & Ride
- 15A Lake Herman Rd / Vista Point Park & Ride
- 15B Benicia Intermodal Terminal
- 16 Braid EB I-80 Ramps – SR-12 (W) to Green Valley Rd
- 17 WB I-80 Aux Lane – Green Valley Rd to SR-12 (W)
- 18 I-80 / I-505 Weave Correction Project
- 19A Benicia - West Military Park & Ride
- 19B Hiddenbrooke Pkwy Park & Ride
- 19C North Texas St Park & Ride
- 19D Columbus Pkwy & Rose Dr Park & Ride
- 20 EB / WB I-780 Stripe Aux Lane – 2nd St to 5th St
- 21 I-80 / Pitt School Rd Interchange Improvement
- 22 North First St Park & Ride
- 23 WB I-80 HOV Lane – Carquinez Bridge to SR-37
- 24 EB I-80 HOV Lane – Carquinez Bridge to SR-37 with Ramp Improvements at Redwood Parkway

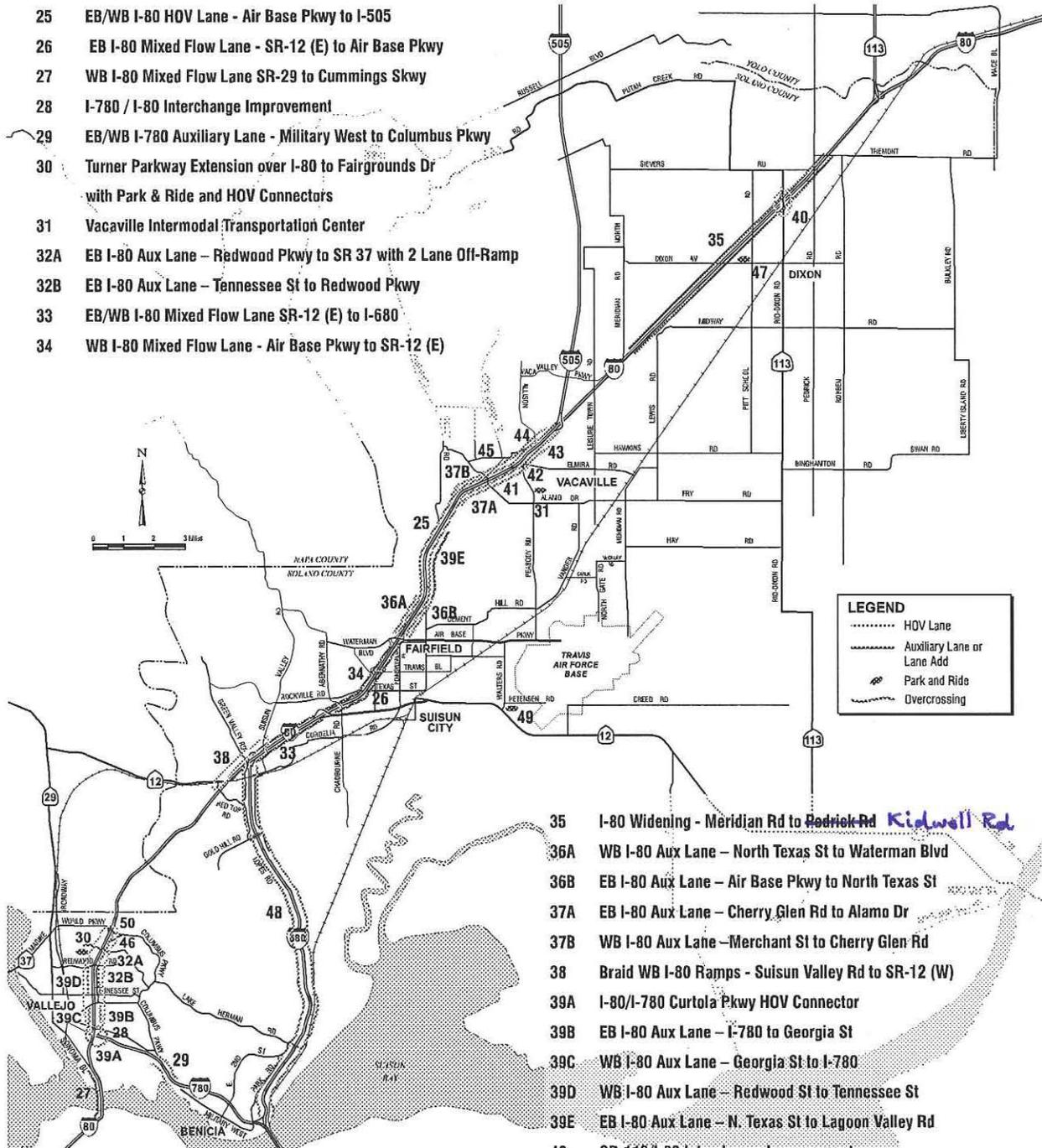


I-80 / I-680 / I-780 MIS / CORRIDOR STUDY  
Figure \_

**MID-TERM PROJECTS  
IN DRAFT ORDER OF PRIORITY**

June 5, 2003 Rev 8-11-03 Rev 3-24-04 Rev 5-18-04  
 Rev 7-1-03 Rev 9-28-03 Rev 3-04-04  
 Rev 7-7-03 Rev 9-2-03 Rev 5-05-04  
 Rev 8-7-03 Rev 11-25-03 Rev 3-07-04

- 25 EB/WB I-80 HOV Lane - Air Base Pkwy to I-505
- 26 EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy
- 27 WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy
- 28 I-780 / I-80 Interchange Improvement
- 29 EB/WB I-780 Auxiliary Lane - Military West to Columbus Pkwy
- 30 Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors
- 31 Vacaville Intermodal Transportation Center
- 32A EB I-80 Aux Lane - Redwood Pkwy to SR 37 with 2 Lane Off-Ramp
- 32B EB I-80 Aux Lane - Tennessee St to Redwood Pkwy
- 33 EB/WB I-80 Mixed Flow Lane SR-12 (E) to I-680
- 34 WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)



- 35 I-80 Widening - Meridian Rd to Redwood Rd *Kidwell Rd*
- 36A WB I-80 Aux Lane - North Texas St to Waterman Blvd
- 36B EB I-80 Aux Lane - Air Base Pkwy to North Texas St
- 37A EB I-80 Aux Lane - Cherry Glen Rd to Alamo Dr
- 37B WB I-80 Aux Lane - Merchant St to Cherry Glen Rd
- 38 Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)
- 39A I-80/I-780 Curtola Pkwy HOV Connector
- 39B EB I-80 Aux Lane - I-780 to Georgia St
- 39C WB I-80 Aux Lane - Georgia St to I-780
- 39D WB I-80 Aux Lane - Redwood St to Tennessee St
- 39E EB I-80 Aux Lane - N. Texas St to Lagoon Valley Rd
- 40 SR-113/I-80 Interchange Improvement
- 41 EB I-80 Aux Lane - Alamo Dr to Davis St
- 42 EB I-80 Aux Lane - Davis St to Peabody Rd
- 43 EB I-80 Aux Lane - Peabody Rd to Allison Dr
- 44 WB I-80 Aux Lane - Monte Vista Av to Mason St
- 45 WB I-80 Aux Lane - Mason St to Alamo Dr
- 46 I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)
- 47 West A Street Park & Ride
- 48 NB/SB I-680 HOV Lane - Benicia Bridge to I-80
- 49 Walters Road Park & Ride
- 50 I-80/SR-37/Columbus Parkway Interchange Improvements

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

June 5, 2003 Rev 8-11-03 Rev 1-15-04 Rev 2-23-04 Rev 3-18-04  
 Rev 7-1-03 Rev 10-1-03 Rev 1-26-04 Rev 3-04-04 Rev 5-25-04  
 Rev 7-7-03 Rev 11-25-03 Rev 1-28-04 Rev 5-25-04 Rev 5-25-04  
 Rev 8-7-03 Rev 12-15-03 Rev 1-29-04 Rev 5-07-04



DATE: June 1, 2004  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Senior and Disabled Transit Study

**Background:**

The STA and its consultant, Nelson Nygaard, commenced the Senior and Disabled Transit Study in July 2003. The first objective of the study is to improve existing transportation services for older adults and people with disabilities; the second is to plan for future services as funding becomes available. The goal of the study is to develop a concept or vision for future senior and disabled transit service through extensive public outreach, data collection, projected service demand, and projected funding needs for service providers.

**Discussion:**

In March 2004, the STA distributed a draft version of the study countywide including to members of the SolanoLinks Transit Consortium, Solano Paratransit Coordinating Council (PCC), Senior Centers, and the Solano Community College. The STA provided an opportunity for public comments for a 48-day period. Prior to this 48-day comment period, STA staff and consultants did an extensive outreach effort for this project including: two rounds of workshops countywide, a countywide survey, and several presentations for the Solano transit operators and the Solano PCC. In the last round of public workshops, participants found that most of their concerns were addressed in the study.

Attached is the Final Draft Senior and Disabled Transit Study. Since the draft version was published in March 2004, the following additional items were included as part of the enclosed final draft:

- An Executive Summary
- Reference to low income users
- An updated implementation strategy section that excludes a previous strategy to extend Rio Vista's transit service hours beyond 2 p.m. Rio Vista's transit service currently operates past 2 p.m.

With this final change, the overall 30-year implementation cost was adjusted to \$64M to \$112M for operating funds and \$13.2M to \$17.2M for capital improvements.

The study is scheduled to be reviewed by the STA's Transit Committee at their next meeting on June 7, 2004. On March 19th The STA's Solano Paratransit Coordinating Council reviewed the Draft Senior and Disabled Transit Study and unanimously recommended the STA Board approve the study. More recently, the SolanoLinks Transit Consortium and the STA's Technical

Advisory Committee also reviewed the study at their May 26th meeting and unanimously forwarded a similar recommendation for approval to the STA Board.

**Recommendation:**

Approve the Solano County Senior and Disabled Transit Study as part of the Transit Element of the Solano Comprehensive Transportation Plan.

Attachment

A. Draft Final Solano County Senior and Disabled Transit Study dated May 2004

A COPY OF THE SENIOR AND  
DISABLED TRANSIT STUDY CAN  
BE OBTAINED BY CONTACTING  
THE STA



DATE: June 1, 2004  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Solano Countywide Bicycle Plan Update

**Background:**

STA staff and its consultant, Alta Planning and Design, have been working with the STA's Bicycle Advisory Committee (BAC) since July 2003 to update the Solano Countywide Bicycle Plan. This update will replace and update the last Countywide Bicycle Plan approved by the STA Board on March 14, 2001. The Bicycle Plan is part of the Comprehensive Transportation Plan's Alternative Modes Element update.

The Solano Countywide Bicycle Plan assists cities and the county in planning and acquiring state and federal bicycle and pedestrian funds. Regional plans such as the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and the proposed Cross State Bicycle Route Plan includes routes identified in the Solano Countywide Bicycle Plan Update.

**Discussion:**

The BAC, STA Alternative Modes Subcommittee, and Technical Advisory Committee (TAC) reviewed and approved the draft Countywide Bicycle Plan update for a recommendation to the STA Board for approval. The draft plan update includes a current countywide comprehensive bikeway network, related costs to the bikeway network, and updated countywide maps illustrating the existing and proposed bike routes. A total of approximately \$56 million in bicycle related projects are identified over the 25-year life of the plan. The countywide priority segments identified for implementation in the short-term (next five years) include:

1. The Solano Bikeway Extension- connecting Vallejo and Fairfield
2. State Park Road Over Crossing- connecting cyclists across I-780 in Benicia to the Benicia State Recreation Area
3. Jepson Parkway Bikeway - from SR12 in Suisun City north to I-80 in Vacaville
4. Central County Bikeway- Marina Boulevard to the Amtrak Station in Suisun City

The draft plan update was also developed for Solano County cities and county to easily adopt and reference for the Caltrans' Bicycle Transportation Account (BTA) program. The BTA program remains one of the best funding programs for bike projects that have a countywide to region wide significance. Funding for the BTA program continues to be lucrative with \$7.2 million available statewide last year and the year before. Bicycle projects identified in the Countywide Bicycle Plan will also qualify for other regional and countywide fund sources such as: MTC's Regional Bicycle/Pedestrian Program, Transportation Development Act Article 3 funds, and Transportation Enhancements Activities (TEA) funds.

A copy of the final draft Countywide Bicycle Plan update is attached for Board members for review. The TAC reviewed the Bicycle Plan update at their May 26, 2004 meeting. At this meeting, the City of Dixon representative and staff from the City of Vacaville had comments regarding the bicycle network within their jurisdiction. The TAC unanimously approved the plan with their changes. An addendum with their requested changes is attached to the final draft Countywide Bicycle Plan.

**Recommendation:**

Adopt the Countywide Bicycle Plan update as part of the Alternative Modes Element of the Solano Comprehensive Transportation Plan.

Attachment

A. Solano Countywide Bicycle Plan Update dated May 2004

A COPY OF THE DRAFT SOLANO  
COUNTYWIDE BICYCLE PLAN CAN  
BE OBTAINED BY CONTACTING  
THE STA



DATE: May 26, 2004  
TO: STA Board  
FROM: Janice Sells, Program Manager/Analyst  
RE: Legislative Update – May 2004

**Background:**

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

**Discussion:**

This month's legislative report includes one bill pertaining to the protection of Proposition 42 revenue.

**SCA 20 (Torlakson) - Support Motor Vehicle Fuel Tax Revenue**

This constitutional amendment would authorize the Proposition 42 suspension only if the suspension is necessary because of a disaster. It would require a 4/5 vote of each house and would require repayment, with interest, within three fiscal years.

The policies related to SCA 20 are addressed by the STA 2004 Legislative Platform.

Legislative Priorities, Item 2

1. *Oppose efforts to reduce or divert funding from transportation projects.*

Legislative Platform, Section VI, Item 15

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

Legislative Platform, Section XII, Item 1

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

**Recommendation:**

Adopt a support position for SCA 20.

Attachments: A – Legislative Matrix – May 2004

B – SCA 20 Bill

**Solano Transportation Authority  
Legislative Matrix  
May 2004**

**State Legislation**

State Legislation Bill/Author	Subject	Status	Position
<b>AB 1320 (Dutra)</b> Transit Village Plan Design	This bill would require the Transit Village Plan to include all land within not less than ¼ mile of the exterior boundary of the parcel on which is located a transit station that would be defined by the bill to mean a rail station, ferry terminal, bus hub, or bus transfer station. 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. (Amended 3/25/04)	Chartered	
<b>AB 2456 (Spitzer)</b> Regional Transportation Improvement Programs: PPM Funds	Provides that regional transportation planning agencies and county transportation commissions may request and receive an amount not to exceed 1 percent of their regional improvement fund expenditures, but not less than the amount programmed in the 2002 State Transportation Improvement Program (STIP) for project planning, programming and monitoring. Changes the allowable expenditures of this takedown to "project development and delivery." (Amended 5/4/04)	ASM Appropriations	
<b>AB 2737 ( Dutra)</b> 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</i> , 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 <i>not</i> owned or controlled by the public entity, <del>unless the public entity itself owns or controls the street, highway, road, sidewalk, or other access.</del> 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. (Amended 4/22/04)	ASM Judiciary Referred to Committee on Judiciary (failed passage)	<b>ATTACHMENT A</b>
<b>AB 2741 (Salinas/Wolk)</b> 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)	
<b>AB 2847 (Orpeza)</b> Gasoline and motor	This bill would, until January 1, 2008, impose a <del>5-cent</del> <i>fee of an unspecified amount</i> on each gallon of gasoline subject to the existing laws and each gallon of motor vehicle diesel fuel	ASM Referred to	Watch

vehicle diesel fuel fees	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. <i>(Amended 4/27/04)</i>	Appropriations	
<b>AB 2908 (Wolk)</b> <b>Metropolitan</b> <b>Transportation</b> <b>Commission:</b> <b>Composition</b>	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	
<b>ACA 21 (Bough and Spitzer)</b> 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
<b>ACA 24 (Dutra)</b> Transportation Investment Fund - Loans	This measure would <i>delete the provisions authorizing the transfer of revenues from the General Fund to the Transportation Investment Fund to be suspended. The measure would instead</i> 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 Appropriations	Support
<b>ACA 29 (Harman, Lowenthal, and Richman – Coauthors:</b>	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 Appropriations	Support

<p><b>Bates, Benoit, Berg, Canciamilla, Daucher, Dutra, Shirley, Horton, LaMalfa, Liu, Mathews Negrete, McLeod, Plescia, and Wolk)</b>  Transportation Investment Fund</p>			
<p><b>SB 1614 (Torlakson)</b>  Gasoline and motor vehicle diesel fuel</p>	<p>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.</p>	<p>SEN  Failed passage in committee</p>	<p>Watch</p>
<p><b>SCA 20 (Torlakson)</b>  Motor vehicle fuel sales tax revenue</p>	<p>This measure would authorize the of suspension of the sales tax revenues on motor vehicle sales taxes that are transferred to the Transportation Investment Fund only if the Governor issues a written proclamation that the suspension is necessary because of a disaster and the suspension is enacted by a statute passed by a 4/5 vote of the membership of each house of the legislature, and if the amount of any revenues not transferred due to suspension is repaid to the Transportation Investment Fund within the next 3 fiscal years with accrued interest. If the amount is not repaid by the end of that period, this measure would require the transfer of that amount from the General Fund to the Transportation Investment Fund on the first day following that period.</p>	<p>SEN  Re-referred to Constitutional Amendments</p>	

BILL NUMBER: SCA 20        AMENDED  
 BILL TEXT

AMENDED IN SENATE    MAY 11, 2004

INTRODUCED BY    Senator Torlakson  
 (Coauthors:    Senators Karnette and McClintock)

MARCH 31, 2004

Senate Constitutional Amendment No. 20--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX B thereof, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SCA 20, as amended, Torlakson. Motor vehicle fuel sales tax revenue.

Existing provisions of the California Constitution require that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund and used for transportation purposes. Existing law authorizes the transfer of these revenues to be suspended in whole or in part for a fiscal year if *the Governor issues a proclamation that the transfer will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund, and the suspension is enacted by a statute passed by a 2/3 vote of the membership of each house of the Legislature.*

This measure would authorize the suspension only if *the Governor issues a written proclamation that the suspension is necessary because of a disaster, as specified, and the suspension is enacted by a statute passed by a 4/5 vote of the membership of each house of the Legislature, and if the amount of any revenues not transferred due to suspension is repaid to the Transportation Investment Fund within the next 3 fiscal years with accrued interest. If the amount is not repaid by the end of that period, this measure would require the transfer of that amount from the General Fund to the Transportation Investment Fund on the first day following that period.*

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

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

SECTION 1. (a) For the 2003-04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other

consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury.

(b) (1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on the operative date of this article.

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

(A) Public transit and mass transportation.

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

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

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

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

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

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

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

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

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

(1) The Governor has issued a *written* proclamation that declares that the suspension of the transfer of revenues pursuant to subdivision (a) is necessary because of a disaster, including, but not limited to, flood, fire, earthquake, or terrorist attack.

(2) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, four-fifths of the membership of each house concurring, both of the following:

(A) A suspension for that fiscal year of the transfer of revenues pursuant to subdivision (a).

(B) A requirement that the amount of revenues not transferred due to the suspension be repaid, with accrued interest, to the Transportation Investment Fund within the next three fiscal years following the fiscal year to which the suspension applies.

(3) The bill enacted under paragraph (2) does not contain any provision unrelated to the provisions required by that paragraph.

(e) If the amount of revenues not transferred to the Transportation Investment Fund due to suspension pursuant to subdivision (d) is not fully repaid, with accrued interest, by the last day of the three fiscal-year period described in that subdivision, an amount equal to that amount, along with accrued interest, shall, without further authorization, be transferred from the General Fund to the Transportation Investment Fund on the first

day following the three fiscal-year period.

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



DATE: June 2, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Draft County Transportation Expenditure Plan Update (CTEP)

**Background:**

**INITIATION OF CTEP DEVELOPMENT**

On December 10, 2003, the STA Board provided direction to staff to initiate the process for the development of a County 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 11<sup>th</sup>, the new STIA Board members were sworn in and the agency's initial organizational meeting was held.

**INITIATION OF PUBLIC INPUT PROCESS**

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 a public opinion poll conducted in November 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 should be on voter receptivity to the local and regional projects contained in the questionnaire. Pam Belchamber, Vallejo Transit, was appointed by the Intercity Transit Consortium to represent the transit operators. A summary of the STIA Board's action on April 14<sup>th</sup> has been included with the TAC agenda.

On May 12<sup>th</sup>, the STIA Board considered and authorized the formation of an eleven member Independent Taxpayers Watchdog Committee to monitor the expenditure of future measure funds and to oversee annual performance and financial audits.

To date, a total of eight community meetings (one in each of the seven cities and the Cordelia area) have been held to solicit public input on the various transportation problems to be addressed, priorities to be funded and specific projects to be considered for a draft CTEP. Concurrently, a fifty member Citizen's Advisory Committee (CAC), comprised of various interest groups and constituencies, have held three meetings to also discuss their priorities, concerns, and project preferences for the CTEP. At the third meeting, held in Vacaville, STIA staff released the draft CTEP for review and public input. The STIA Board is scheduled to consider the draft CTEP at their meeting of June 9, 2004. Following action by the STIA Board, a second privately funded public opinion poll will be conducted to assess Solano County voter's receptivity to the draft CTEP. If the response is positive and the poll results indicate a strong potential for the sales tax to garner over 2/3 voter approval, then it will be recommended that the CTEP be forwarded to the seven cities and Solano County Board of Supervisors for their approval. The statutory deadline to place the sales tax ordinance and CTEP on the ballot for the November election is August 6, 2004.

**Discussion:**

Attached is a copy of the draft CTEP that contains the projects being considered by the STIA Board. This draft contains the recommended funding option for each project and was based on the options provided to the STIA Board at their meeting on May 12<sup>th</sup>. This draft plan was released publicly at the Citizen's Advisory Committee (CAC) meeting on May 21, 2004. All of the projects in the draft list of projects garnered a high level of support from Solano voters that responded to the poll conducted in November 2003. Staff has also agendized two separate staff reports that discuss in more detail the STA policy for allocation of CTEP funds for maintenance of local streets and roads, and the allocation of funds each of the seven cities and County of Solano for Local Return to Source Projects. On May 26<sup>th</sup>, staff presented the draft CTEP and discussed each project proposed to be included in the draft CTEP with the Transit Consortium and STA TAC. The draft CTEP has been agendized for consideration by the STIA Board at their meeting of June 9, 2004.

**Recommendation:**

Informational

Attachments:

- A. Draft CTEP
- B. Project Cost Estimate



**Draft County Transportation Expenditure Plan**  
03-Jun-04

PROJECT NAME	PROJECT COST	UNFUNDED NEED	RECOMMENDED FUNDING	%	CUM. TOTAL
I-80/I-680/SR 12 Interchange	\$740M - \$1B	\$617m	\$ 250 m	18%	\$250 m
I-80/I-680/I-780 Corridor Projects	\$1.126B total (\$400m mid-term & \$726m long term)	\$1.126B	\$ 350 m	25%	\$ 600 m
SR 12 Corridor (Jameson Canyon & East)	\$213m (\$73m-Jameson & \$140m-12 east)	\$174m (\$69m Jameson & \$105m SR 12 east)	\$ 90 m	6%	\$ 690 m
Commuter Rail Service - Sacramento - Oakland	\$206m-231m (\$131 m capital & \$75m-\$100m operating)	\$176m-\$201m (\$101m capital & \$75m-\$110m operating)	\$113 m (\$50m capital & \$63m operating)	8%	\$ 803 m
Passenger Rail - Solano to Napa	\$134m (\$73m capital & \$61m operating)	\$134m (\$73m capital & \$61m operating)	\$ 0 m	0%	\$803 m
Senior and Disabled Transit Service	\$78.2m-\$125.3m (\$13m-\$17m capital & \$63.2m-\$110.3m operating)	\$78.2m - \$125.3m (\$13m-\$17m capital & \$63.2m-\$110.3m operating)	\$105M (\$15m capital & \$90m operating)	7%	\$908 m
Expanded Express Bus Service on I-80/I-680/I-780 Corridors & Vallejo Baylink Ferry Service	\$513m \$382m for express bus (\$125m capital & \$257m operating) & \$131m for ferry (\$12m capital & \$119m operating)	\$183m (\$133m for express bus, \$93m capital & \$40m operating), (\$50m for ferry service \$12m capital & \$38m operating)	\$133m (\$25m capital & \$108m operating)	9%	\$1,041 m
<b>PROJECT NAME</b>	<b>PROJECT COST</b>	<b>UNFUNDED NEED</b>	<b>Staff Option</b>	<b>%</b>	<b>CUMULATIVE</b>
Local Return to Source Projects	TBD	TBD	\$ 140 m	10%	\$1,181 m
Local Streets and Roads	\$962.5m	\$604.7mM	\$ 210 m	15%	\$1,391 m
Safety Projects	\$80m - \$100m	\$80m - \$100m	\$ 25 m	2%	\$1,416 m
STIA Admin/Finance			\$ 14 m	1%	\$ 1,430 m
Total Programmed			\$ 1,430 m	100%	\$1,430 m
Project Revenues Available			\$1,430 m		\$1,430m
Amount Available for Programming			\$ 0 m		\$0m

\* State statutes allow up to a maximum of 1% of the revenues to be used for administration and fiscal management.



**CTEP  
PROJECT COST ESTIMATES - NOTES  
DRAFT - 03-Jun-04**

**NOTES:**

1. Interchange includes the North Connector. Project cost variance reflects truck scales.
2. Cost estimates are for corridor projects identified in the STA/Caltrans I-80/680/780 corridor study and excludes projects for the I80/680/SR12 Interchange.
3. The projects for SR 12 east are identified in the STR 12 Major Investment study, the 2002 SHOPP has \$35M for two projects between Suisun and Rio Vista and \$7M for the Truck Climbing Lane.
4. Assumes 25 years operating, capital for tracks and train sets, 3 stations and no other contribution from other counties.
5. Assumes 20 years of operation; and capital for Vallejo, St. Helena only (STA only - no Napa County \$'s).
6. Assumes full implementation of Senior and Disabled Transit Study.
7. Includes bus capital match and 30 years of annual operating \$'s to implement expanded commuter bus service consistent with the I-80/680/780 Transit Corridor Study and 25 years of operating and capital purchase for one new ferry boat per Vallejo Short Range Transit Plan.
8. Based on 25-year maintenance need for all seven cities and County of Solano per analysis conducted by MTC as part of T-2030.
10. Safety projects are based upon the need identified in the 1998 Safety Plan and assumes a similar need for 2004.



DATE: March 28, 2004  
TO: STA Board of Directors  
FROM: Mike Duncan, Director of Projects  
RE: State Budget Update

**Background:**

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

On January 9, 2004, the Governor released his proposed State budget for FY 2004-05. The Governor's proposed budget reduces many state-funded programs, including funding for transportation.

In summary, the Governor's January Budget proposal had the following impact of transportation funding:

2003-04

- Suspend remaining Traffic Congestion Relief Program transfers from General Fund – \$189 million GF savings
- Divert remaining "spillover" revenue from Public Transportation Account to GF – \$17.5 million GF savings
- Divert sale of Caltrans property revenue from PTA to GF – \$61 million GF savings

2004-05

- Suspend transfer of Proposition 42 revenue from GF to transportation programs – \$1.127 billion GF savings
- Divert sale of Caltrans property revenue from PTA to GF – \$47 million GF savings
- Recognize decline in PTA revenue due to lower diesel fuel prices – \$6.4 million reduction in PTA revenue

Total Proposed Transportation Reductions: \$1.384 billion.

**Discussion:**

On May 9, 2004, the Governor presented his May Revise to the FY 2004-05 State Budget to the Legislature. The Governor's proposed funding for transportation significantly improved in the May revisions. The main items for transportation include the following (see Attachment A for more details):

- In January, the Governor recommended a suspension of Proposition 42 for FY 2004-05 without repayment. The May revisions identify the suspension as a loan with an accelerated repayment, including \$383M to be "deposited" into the Traffic Congestion relief Fund (TCRF) in FY 2004-05. From these funds, \$184M will be repaid to the State Highway Account (SHA) and \$36M repaid to the Public Transportation Account (PTA).
- Withdraw the recommendation to eliminate the Traffic Congestion Relief Program (TCRP) and rescind the allocations for existing projects. The May revisions include \$163M for TCRP for projects with current allocations. The I-80/I-680/SR 12 Interchange PA/ED, the North Connector PA/ED and the Jameson Canyon PA/ED are all funded with TCRP funds and should have funds available in FY 2004-05 to continue these projects.

While transportation funding is still extremely inadequate to meet the needs of California, the outlook for transportation funding has improved over the previous Budget proposal. However, the Legislature must still act on the Budget proposal and submit legislation to appropriate the proposed funding.

**Recommendation:**

Informational.

**Attachments:**

- A. Shaw/Yoder Report on the Governor's May Revisions to the 2004-05 State Budget
- B. May Revise Update, MTC Memorandum, May 14, 2004



**SHAW / YODER, inc.**  
 LEGISLATIVE ADVOCACY  
 ASSOCIATION MANAGEMENT

May 13, 2004

To: Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

**RE: GOVERNOR'S MAY REVISIONS TO 2004-05 STATE BUDGET**

Today at 3:00 p.m. Governor Schwarzenegger released his official revisions to the 2004-05 State Budget. Today's action modifies the Budget he originally proposed in January. The following memo summarizes the Governor's original budget proposals, and goes on to analyze today's proposals.

**January Budget:** As a reminder, following is a summary of the key elements of the Governor's January Budget proposal –

- Estimating a combined current- and budget-year deficit of \$14 billion, the Governor proposed \$16.5 billion in General Fund “solutions” in the current and budget years: including \$2.6 billion in total mid-year reductions, transfers, and borrowing; \$4.6 billion in '04-05 spending reductions; \$1 billion in fund shifts; \$1.9 billion from “re-basing” Proposition 98 growth; \$3 billion in Economic Recovery Bond revenue (in addition to the Deficit Bonds approved by the Legislature as part of the Budget Act of 2003); \$1.3 billion in debt service savings; \$1 billion from the proposed Pension Obligation Bond reform package; and, \$1 billion from suspending Proposition 42.
- Regarding transportation funding, the Governor's original proposals were to:

**2003-04**

Suspend remaining Traffic Congestion Relief Program transfers from General Fund – \$189 million GF savings

Divert remaining “spillover” revenue from Public Transportation Account to GF – \$17.5 million GF savings

Divert sale of Caltrans property revenue from PTA to GF – \$61 million GF savings

**2004-05**

Suspend transfer of Proposition 42 revenue from GF to transportation programs – \$1.127 billion GF savings

Divert sale of Caltrans property revenue from PTA to GF – \$47 million GF savings

Recognize decline in PTA revenue due to lower diesel fuel prices – \$6.4 million reduction in PTA revenue

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SHAW / YODER, *inc.*  
LEGISLATIVE ADVOCACY  
ASSOCIATION MANAGEMENT

### **Total Proposed Transportation Reductions: \$1.384 billion**

**May Revisions:** In his proposal today, the Governor estimates a 2004-05 General Fund deficit of \$14 billion. He also notes a year-end deficit of over \$26 billion (representing the cumulative effect of the operating deficit and the carried forward deficit from 2002-03). To close that gap and create a small reserve, the Governor recommends counting \$12.3 billion in process from the Economic Recovery Bonds and \$14.6 billion in various other solutions.

**Transportation Proposals:** Regarding transportation funding, the Governor recommends the following:

- The Governor's January Budget proposed suspension of the 2004-05 Proposition 42 transfer with no repayment. **The Governor today notes that the availability of anticipated one-time tribal gaming revenues permits both the conversion of the 2004-05 suspension to a loan and the repayment of the outstanding General Fund obligations to be accelerated.** The repayment would be structured as follows:
  - Transfer \$243 million from the General Fund to the Traffic Congestion Relief Fund (TCRF).
  - Deposit \$140 million from estimated 2004-05 "spillover" revenues to the TCRF.
  - To the extent the spillover revenues exceed this amount, it is proposed that the excess would be retained in the General Fund.
  - Establish a budget control section to authorize the allocation of one-time revenues resulting from the renegotiation of tribal gaming compacts toward repayment of the 2005-06 obligation, to the extent those revenues are realized.
  - Repay \$184 million to the State Highway Account from the TCRF toward the outstanding \$374 million loan. Additional capital outlay expenditure authority is proposed for these resources.
  - Repay \$36 million to the Public Transportation Account from the TCRF toward the outstanding \$275 million loan. Additional capital outlay expenditures are proposed for these resources.
  - Repay as much of the outstanding 2003-04 loan as possible.
- **Traffic Congestion Relief Program (TCRP) Projects.** The May Revision includes \$163 million in expenditures for the 2004-05 costs of projects with existing allocations.

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Prior to the California Transportation Commission (CTC) allocating funds for additional projects, the Administration intends that the Business, Transportation and Housing Agency (BTHA), in cooperation with the CTC, conduct a review of the TCRP projects based on the following criteria:

- Economic impact, including job creation.
- Impact on goods movement.
- Leveraging of local, federal and private funds.

It is further intended that the criteria be applied by the CTC in cooperation with the BTHA to determine which projects will receive future funding. Trailer bill language is proposed that links the program operability to the completion of the project review and funding availability.

- **Mid-Year Proposals.** The December 2003 Mid-Year Spending Reduction Proposals included several transportation-related components, including changing the funding of the local transportation projects to conform to State project accounting (accrual to cash) to achieve an estimated one-time influx of \$800 million in federal fund reimbursements over the 2003-04 and 2004-05 fiscal years. It was further proposed to spend \$406 million of those receipts to reimburse the General Fund for prior debt service on transportation-related general obligation bonds, and to loan \$200 million of the receipts to the General Fund as a Proposition 2 loan. The State Highway Account was to retain the remaining \$194 million to meet other transportation expenditure needs.

In the May Revisions, the Administration continues to support the change in accounting from accrual to cash because this change will free up additional resources on a one-time basis. However, the Governor notes that as implementation has moved forward, it has become clear that the anticipated level of resources available to move to the General Fund will not be realized primarily due to lack of federal access to apportionments, delayed federal reauthorization, and the complexity of matching apportionments to projects. It is still likely that roughly \$200 million will be available from this effort. Accordingly, the Administration is modifying its Mid-Year request to retain the benefit of these efforts with transportation, rather than accruing any of the benefit to the General Fund.

The Mid-Year Proposals also included transferring \$189 million of the Traffic Congestion Relief Fund (TCRF) to the General Fund concurrent with the proposal to repeal the Traffic Congestion Relief Program (TCRP) projects, rescind allocations and repeal letters of no prejudice. One-time General Fund resources are anticipated that will



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allow a partial repayment of the General Fund loan due to the TCRF in 2005-06 to be accelerated. As such, this Mid-Year proposal is withdrawn.

The Mid-Year Proposals also included retaining additional “spillover” sales tax revenue in the General Fund that was projected to be available in 2003-04 (about \$18 million). Current revenue estimates now indicate that additional spillover revenue will not be realized in the current year. As such, this Mid-Year proposal is withdrawn.



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## *Memorandum*

TO: Legislation Committee

DATE: May 14, 2004

FR: Executive Director

RE: May Revise Update

The May Revise of the FY 2004-05 state budget released yesterday afternoon provides some welcome good news for transportation. This memo provides a brief summary of the highlights.

### **Proposition 42: Loan Instead of Full Suspension**

The Administration proposes to fully suspend Proposition 42, but indicates that the suspension will now be a loan that will be repaid by FY 2007-08. It is unknown exactly how much revenue is anticipated to be generated by Proposition 42 in FY 2004-05, but given gasoline prices over the last six months, it is likely to be far in excess of the initial \$1.1 billion January estimate. The new revenue provided for transportation constitutes early repayment of prior Proposition 42 loans to the General Fund. The Administration indicates that General Fund revenues have been freed up by an improving economy and anticipated Indian gaming revenues, and that repayment of outstanding transportation loans will be the main beneficiary of any additional gaming revenues.

### **State Transit Assistance Increased**

The May Revise raises the funding level for State Transit Assistance (STA) from \$101.5 million to \$117.4 million, an increase of 16 percent. This amount does not include the "spillover," which the Administration proposes to direct to the Traffic Congestion Relief Program (TCRP), as described in further detail below.

### **Traffic Congestion Relief Program Cash Flow Needs Met; No Elimination of Program**

In contrast to the January budget, which proposed to eliminate the TCRP altogether and transfer any outstanding funds to the General Fund, the May Revise provides \$163 million to meet cash flow needs of all existing TCRP allocations. With regard to future allocations, the Administration proposes that the Business, Transportation and Housing Agency, in cooperation with the California Transportation Commission, conduct a review based on certain criteria (economic impact, goods movement, leveraging of other funds) to determine which projects receive future funding. Although the TCRP capital projects will receive funding, no new Proposition 42 funding is proposed for either the transit operating assistance or local road subvention components of the program.

### Early Repayment of SHA and PTA Loans

The Governor's May Revise proposes to repay the State Highway Account (SHA) \$184 million in loans made to the Traffic Congestion Relief Fund (TCRF). This funding will provide for new programming capacity in the State Transportation Improvement Program (STIP), which was facing no new programming for the next five years. In addition, early repayment is proposed for the Public Transportation Account (PTA), which would receive \$36 million from the TCRF. Although this funding should be split 50/50 between capital and operations (STA), the Administration indicates its intent for this to be used exclusively for capital expenditures. The table below details the proposed funding changes.

TCRF	PTA	SHA
+ \$243 (from General Fund)		
+ \$140 (from "spillover")		
- \$184 (to SHA)		
- \$36 (to PTA)		
Net: + \$163	+ \$36	+ \$184

*Dollars in Millions*

### Diversion of Spillover Revenues to TCRP

Because of high gasoline prices and a relatively slow economic recovery, the spillover calculation is very high this year. (The calculation is the difference between a 4.75% tax on all sales *including* gasoline and a 5% tax on all sales *excluding* gasoline.) Instead of following existing statute and depositing all spillover revenues, estimated to be \$175 million, in the Public Transportation Account, the Governor proposes to deposit \$140 million of these revenues in the TCRF. It is not yet clear what is proposed for the remaining \$35 million.

### Increase in Caltrans Staffing and Contracting Out

The Administration proposes to increase Caltrans personnel years by 306 and contracting out staffing by 726, for a cost of \$180 million relative to the Governor's proposed January budget. Relative to the current year, the change is an increase of 63 staffing positions and 500 contracting out positions. An additional 89 positions are also proposed for toll operations, traffic management and maintenance.

### Withdrawal of Proposal to Reimburse General Fund Bonds

The May Revise withdraws its January proposal to reimburse the General Fund \$406 million for the cost of debt service related to General Obligation bonds passed by the voters in the 1990s for rail transit improvements.

### Deal With Local Government Takes BART & AC Transit Property Tax Funds

In addition to the specific transportation proposals in the May Revise, the Administration's deal with the California State Association of Counties and the League of California Cities includes a two-year 40 percent shift of multi-county special district property tax revenues to the General Fund. For BART, this amounts to \$9.2 million annually, while for AC Transit, this amounts to \$20 million annually.

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Steve Heminger



DATE: May 28, 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 6<sup>th</sup>
- BCDC – February 4<sup>th</sup>
- Headquarters Caltrans, Director of SHOPP Program – Feb 26<sup>th</sup>
- Arterials, Highways and Freeways Committee Tour of the Cordelia Truck Scales Facility – April 2<sup>nd</sup>
- Business, Transportation and Housing Agency and Caltrans Staff – June 14<sup>th</sup>

**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.

Significant effort continues as staff from Caltrans, CHP and STA 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, has completed the initial evaluation of an interchange design using shorter ramps and two "sorters" for the ramps. Approximately 700 truck/hour can use this type facility using standard design distances between the sorters and the scales.

At a special meeting between the JV staff and Caltrans Headquarters technical staff on May 12<sup>th</sup>, the feasibility of two sorters was further investigated and the capacity reevaluated. At this meeting, it was determined that two sorters are feasible and by providing additional "storage" between the sorters and the scales that approximately 1,000 trucks/hour could use the facility. The ability to visually "inspect" each truck as it transits the scales may be the actual limiting factor for the number of trucks that can actually proceed through the facility. Further refinement of a two-sorter facility provided a "design" with two weigh/inspection facilities that can accommodate 1000 trucks/hour without the added storage.

JV staff continue to evaluate other potential designs that would reduce the impact on the construction and costs of the I-80/I-680/SR 12 Interchange if the scales remain in the Interchange. The two-sorter scales facilities currently under review are estimated to cost \$226M if built as a stand-alone project. If built as an integral part of the I-80/I-680/SR 12 Interchange, the added cost to the Interchange project is approximately \$200M. As a comparison, the original Option 1 facilities were estimated to have a \$415M stand-alone cost or add \$270M to the cost of the Interchange project.

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, STA staff has scheduled a meeting in mid-June 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 met on May 27, 2004 and recommended the scales with two sorters and shorter ramps be added as an alternative in Option 1 of the Cordelia Truck Scales Relocation Study as a replacement for the original Option 1 proposal.

The Committee established a goal to have the Study completed and forwarded to the STA Board by July and 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.

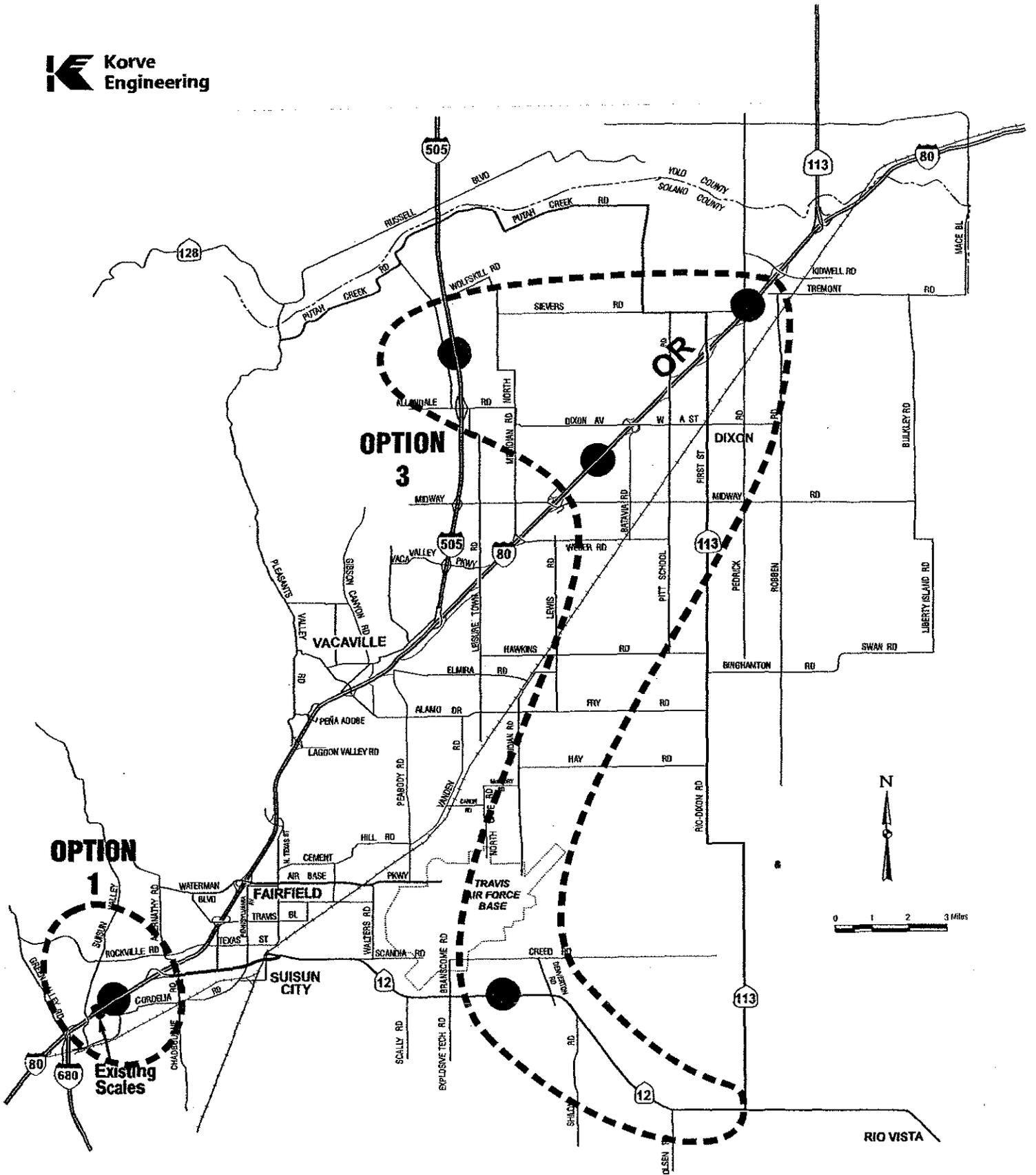


### POTENTIAL SOLUTIONS:

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

June 9, 2004



DATE: May 28, 2004  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: MTC Obligation Plan for FY 2003-04 for Federal Funds

**Background:**

Each year, the Metropolitan Transportation Commission (MTC) submits an Obligation Plan to Caltrans Headquarters to identify the projects to be obligated in the Federal Fiscal Year (October 1 – September 30). Only projects included in the Obligation Plan are eligible to receive STP/CMAQ/TE obligations in that Fiscal Year.

In January 2004, MTC implemented the following priorities for allocating Obligation Authority (OA) as it became available to the region:

1. Advance Construction
2. FTA Transfers
3. Waiting in Caltrans Headquarters
4. Pending Actions
5. FY 2003-04 Sep 30, 2003 Deadline
6. Pending FY 2004-05 Projects

**Discussion:**

Attachment A is the Obligation Plan submitted by MTC to Caltrans for the remainder of FFY 2003-04. Eleven Solano County projects are included in Attachment A, including the recently programmed Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Program funded projects. These projects MUST be obligated by September 30, 2004. Recent guidance from the Federal Highway Administration (FHWA) to MTC does not allow MTC to “carryover” apportionments from one fiscal year to the next, as has previously been allowed. Because of this new guidance, federal funds not obligated will expire on September 30, 2004.

Obligation paperwork should be submitted to Caltrans District 4 Local Assistance no later than June 30, 2004. Sponsors must have a current FY 2003-04 Disadvantaged Business Enterprise (DBE) program to be eligible to obligate federal funds.

**Recommendation:**

Informational.

Attachment:

- A. Local Assistance Obligation Plan for Federal STP/CMAQ/TEA Funds

Local Assistance Obligation Plan

METROPOLITAN TRANSPORTATION COMMISSION

District	MPO/ RTPA	Local Agency	Project Number	Project Location	Project Scope / Description	Federal Fund Type			Total		Remarks
						FEDST	FEDMID	FEDSEA	FY 04	Federal Obligation	
4	MTC	BART	BRT03006	Regionwide	TransLink® FY 03-04 - BART (FY 03-04)	0	4,515,000		4,515,000	Pending - Needs to be transferred as soon as CMAQ Apportionment Available	
4	MTC	BART	BRT03006	Regionwide	TransLink® FY 03-04 - BART (FY 04-05)	0	4,515,000		4,515,000	Pending - Needs to be transferred as soon as CMAQ Apportionment Available	
4	MTC	City of Novato	STPL-5361(016)	City of Novato	Redwood Blvd between Lamont Ave & Olive Ave	426,000			426,000	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of Rio Vista	STPL-5099(008)	City of Rio Vista	Drouin Drive Overlay	37,345			37,345	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of Oakley	STPL-5477(001)	City of Oakley	O'Hara Avenue Overlay	217,000			217,000	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of Oakley	STPL-5477(001)	City of Oakley	East Cypress Road Overlay	213,735			213,735	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	Napa County	CML-5921(023)	Napa County	Cuttings Wharf Road Bicycle Lane	322,000			322,000	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of Fairfax	MRN010011	City of Fairfax	Sir Francis Drake Path.	0	146,000		146,000	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of Benicia	CML-5003(014)	City of Benicia	Park Lane Bike Lane	0	129,015		129,015	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	Napa County	STPLER-5921(027)	Napa County	Yountville Crossroad Class 2 Bike Path	0	0	134,950	134,950	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of San Jose	STPLER-5005(068)	City of San Jose	Los Gatos Creek - (CON2) Phase 2	0	0	99,000	99,000	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of Berkeley	STPLE-5057(023)	City of Berkeley	Berkeley Rail stop & Transit Plaza	0	0	641,000	641,000	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of Richmond	STPLER-5137(028)	City of Richmond	TLC - Richmond Greenway and Bikeway	739,777	1,160,223		1,900,000	EXPEDITE - Regional Obligation Deadline of Sept 30, 2003	
4	MTC	City of Oakland	CML-5012(068)	City of Oakland	TLC - Coliseum Transit Hub Streetscape Improvements (TE)	0	0	900,000	900,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Alameda	CML-5014(023)	City of Alameda	TLC - Park St. Streetscape & Santa Clara Ave Transit Hub - (CON portion)	0	0	779,352	779,352	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of San Leandro	CML-5041(023)	City of San Leandro	TLC - W. Estudillo St. Streetscape & BART Connections - (CON)	0	0	854,811	854,811	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of San Rafael	CML-5043(019)	City of San Rafael	TLC - Medway/Caral Enhancements - (CON)	0	0	820,000	820,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	BART	SF-030003	San Francisco	TLC - 16th St. BART Station Plaza Redesign	0	0	1,298,000	1,298,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of East Palo Alto	SM-030005	City of East Palo Alto	TLC - Bay Road Streetscape & Calming Improvements	0	0	700,000	700,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	Santa Clara VTA	SCL030003	City of San Jose	TLC - San Fernando Light-Rail Station Plaza	0	0	885,000	885,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Suisun City	CML-5032(016)	City of Suisun City	TLC - Driftwood Drive Pedestrian Way - (CON)	0	0	310,162	310,162	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Berkeley	ALA010027	City of Berkeley	HIP - Berkeley Santa Fe RR Bike/Ped Path	1,000,000	0		1,000,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Oakland	ALA91060	City of Oakland	HIP - Oakland Fruitvale Streetscape & Multi-Modal Imp	113,000	0		113,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Oakland	ALA991079	City of Oakland	HIP - Oakland East Lake Streetscape/ Ped Imp.	191,000	0		191,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Oakland	ALA99LC01	City of Oakland	HIP - Oakland Acom-Preseott Imp. Ph 1 & 2	415,000	0		415,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Richmond	CC-010021	City of Richmond	HIP - Richmond Transit Village Transit/Ped Imp.	865,500	0		865,500	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Daly City	SM-010041	City of Daly City	HIP - Daly City Mission Street Ped Imps	394,000	0		394,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of San Bruno	SM-010043	City of San Bruno	HIP - San Bruno El Camino Real Ped Imps	936,500	0		936,500	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of San Mateo	SM-010045	City of San Mateo	HIP - San Mateo Third/Fourth Ave Ped Imps (CON)	549,705	0		549,705	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of Petaluma	SOND010016	City of Petaluma	HIP - Petaluma Downtown River Apart. Imp	266,000	0		266,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of East Palo Alto	SM-010042	City of East Palo Alto	HIP - East Palo Alto Nugent Sq & Bay Rd Ped Imps	258,500	0		258,500	Regional Obligation Deadline of Sept 30, 2004 (May have difficulty to meet)	
4	MTC	Caltrain	SF-010028	Regionwide	Caltrain Electrification - (PS&E)	6,000,000	0		6,000,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	ACCMA	ALA990086	Alameda County	Alameda I-880 SMART Corridor	284,000	0		284,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	City of San Jose	SCL9910007	City of San Jose	Stevens Creek/Winchester Blvd ITS	0	1,000,000		1,000,000	Regional Obligation Deadline of Sept 30, 2004	
4	MTC	LAVTA	ALA030017	Alameda County	Express Bus - Route 70 and Subscription Routes	0	74,000		74,000	Needs to be transferred to FTA by July 1, 2004	
4	MTC	AC Transit	CC-030020	Alameda County	Express Bus - I-880 Richmond TransBay Route	0	104,000		104,000	Needs to be transferred to FTA by July 1, 2004	
4	MTC	CCCTA	CC-030021	Contra Costa County	Express Bus - I-880 Martinez to Walnut Creek Route	0	175,000		175,000	Needs to be transferred to FTA by July 1, 2004	
4	MTC	Tri Delta	CC-030022	Contra Costa County	Express Bus - Route 300	0	511,000		511,000	Needs to be transferred to FTA by July 1, 2004	
4	MTC	WestCat	CC-030023	Contra Costa County	Express Bus - Hwy 4 del Norte BART to Martinez	0	246,000		246,000	Needs to be transferred to FTA by July 1, 2004	
4	MTC	SamTrans	SM-030019	San Mateo County	Express Bus - El Camino Real Corridor	0	166,000		166,000	Needs to be transferred to FTA by July 1, 2004	
4	MTC	Fairfield/Suisun	SOL030016	Solano County	Express Bus - Vacaville to Walnut Creek BART	0	116,000		116,000	Needs to be transferred to FTA by July 1, 2004	
4	MTC	City of Vallejo	SOL030017	Solano County	Express Bus - Bay Link Express and BARTLink Rte 70	0	242,000		242,000	Needs to be transferred to FTA by July 1, 2004	
4	MTC	Solano TA	SOL990004	Solano County	Jepson Parkway - Leisure Town Road Interchange	4,650,000	0		4,650,000	STIP Backlog (STIP funds replacing STIP funds - On CTC's STIP Pending Vote List)	
4	MTC	City of Dixon	SOL030001	City of Dixon	Dixon Intermodal Facility	0	875,000		875,000	Eastern Solano CMAQ - Must be obligated by Sept 30, 2004	
4	MTC	Solano TA	SOL991066	Solano County	Eastern Solano Spare the Air	0	150,000		150,000	Eastern Solano CMAQ - Must be obligated by Sept 30, 2004	
4	MTC	City of Vacaville	SOL991063	City of Vacaville	Electric Vehicle Program Expansion	0	50,000		50,000	Eastern Solano CMAQ - Must be obligated by Sept 30, 2004	
4	MTC	City of Vacaville	SOL991064	City of Vacaville	Purchase of Compressed Natural Gas (CNG) Vehicles	0	25,000		25,000	Eastern Solano CMAQ - Must be obligated by Sept 30, 2004	
4	MTC	City of Rio Vista	SOL991091	City of Rio Vista	Rio Vista Main St. Improvements	0	100,000		100,000	Eastern Solano CMAQ - Must be obligated by Sept 30, 2004	
4	MTC	Caltrans	SON990001	Sonoma County	US 101 - HOV Lanes - SR 12 to Steele Lane	0	4,225,000		4,225,000	CONDITIONS! Requires MTC Approval prior to obligation	
4	MTC	MTC	CML-6084(078)	Regionwide	TransLink® FY 03-04 - MTC (FY 03-04)	0	1,370,000		1,370,000	FY 03-04 AC project; obligate AFTER July 1, 2004	
4	MTC	MTC	CML-6084(078)	Regionwide	TransLink® FY 04-05 - MTC (FY 03-04)	0	4,515,000		4,515,000	FY 03-04 AC project; obligate AFTER July 1, 2004	
4	MTC	BAAQMD	CML-6297(003)	Regionwide	Spare the Air - FY 04-05	0	1,000,000		1,000,000	FY 04-05 AC project; obligate AFTER August 1, 2004 - if OA available	
4	MTC	MTC	CML-6084(082)	Regionwide	Freeway Operations / TOS - FY 04-05	0	3,600,000		3,600,000	FY 04-05 AC project; obligate AFTER August 1, 2004 - if OA available	
4	MTC	MTC	CML-6084(0)	Regionwide	TransLink® FY 04-05	4,000,000	15,285,000		19,285,000	FY 04-05 AC project; obligate AFTER August 1, 2004 - if OA available	
4	MTC	MTC	MTC990014	Regionwide	Regional Transit Info - FY 04-05	800,000	0		800,000	FY 04-05 AC project; obligate AFTER August 1, 2004 - if OA available	
4	MTC	MTC	MTC990013	Regionwide	Regional Transit Marketing - FY 04-05	0	600,000		600,000	FY 04-05 AC project; obligate AFTER August 1, 2004 - if OA available	
4	MTC	MTC	MTC990006	Regionwide	511 - Travinfo® - FY 04-05	5,300,000	0		5,300,000	FY 04-05 AC project; obligate AFTER August 1, 2004 - if OA available	
4	MTC	MTC	MTC990003	Regionwide	Regional Rideshare - FY 04-05	0	2,800,000		2,800,000	FY 04-05 AC project; obligate AFTER August 1, 2004 - if OA available	
<b>TOTAL:</b>						<b>27,979,062</b>	<b>47,694,238</b>	<b>7,422,275</b>	<b>83,095,575</b>		

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ATTACHMENT A



DATE: May 26, 2004  
TO: STA Board of Directors  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Route 30 Performance Status

**Background:**

Transit Route 30 has been operating five roundtrips, Monday-Friday, to Sacramento since March 2003. This route travels through and is funded by multiple local jurisdictions (Dixon, Fairfield, County of Solano and Vacaville). The purpose of the extension to Sacramento was to improve the general performance and farebox recovery on the route as well as to address an Unmet Transit Needs issue. At this time, ridership data is available for the first full year of the new operation.

**Discussion:**

Route 30's performance quickly improved with the implementation of the new service. Ridership increased significantly and the farebox recovery has gradually improved. Prior to the route's restructuring, Route 30 ridership averaged about 50 passengers/day with a farebox recovery ratio of 12%. With the advent of the new service in March 2003, there has been steady and sustained improvement. Monthly ridership has increased, as compared to the previous two years, in the range of 22% - 66%. This equates to an average monthly ridership in the range of 1454 - 2317. In March 2004, there was an average of 88 passengers/day. With the farebox recovery rate at 18% in March 2004, this route's performance has quickly increased to near the industry goal of 20% farebox recovery. See the attachment for the past year's monthly ridership and farebox recovery ratio information.

When Route 30 was restructured in March 2003, the equipment had limited seating (less than 40) and was designed for local service. Mid-August 2003, new MCI buses began running on Route 30 which vastly improved the quality of the ride and increased capacity with seating for over 50 individuals.

Other issues that have come up and have been resolved or are to be addressed include:

- The ability to use TransitChek (an employer commute incentive voucher program) to purchase Route 30 passes. TransitChek can now be used to purchase Rt. 30 passes.
- Sacramento employer sales of Route 30 passes to incorporate employer transit incentives; for employers with a larger volume, this service has been provided.
- Outreach to and coordination with Sacramento employers; this has been on-going with individual employers and the Downtown Sacramento Transportation Management Association (TMA). This has increased with the impending

elimination of Caltrans vanpool program which served many State workers who live in Solano.

- Communication with and feedback from Route 30 riders; a Route 30 rider email distribution list was created to provide updates and solicit input when needed.
- Pass sales outlets particularly after hours and adding one in Sacramento by coordinating with RT and using their downtown Mall ticket outlet.

Operating a new service into a new service area has brought its challenges and rewards. Route 30's performance is improving. STA and Fairfield/Suisun Transit staff along with Vacaville and Dixon city staff will continue to work together to resolve outstanding and upcoming issues to maximize the route's potential.

**Recommendation:**

Informational.

Attachment:

- A. Rt. 30 Monthly Ridership and Farebox Recovery

## Route 30 Annual Performance

	2001	2002	03	Pre Srvce Change	W/Srvce Change	Change (%)	Frbx R Ratio
Avg. Prior to Change							12%
<b>March</b>	956	1489		1223	1353	10.7%	
<b>April</b>	1008	1321		1165	1689	45.0%	
<b>May</b>	1128	1482		1305	1691	29.6%	
<b>June</b>	974	1107		1041	1454	39.7%	10.13%
<b>July</b>	1156	1235		1196	1804	50.9%	16.11%
<b>August</b>	1292	1242		1267	1547	22.1%	15.09%
<b>September</b>	1269	1365		1317	1892	43.7%	
<b>October</b>	1548	1406		1477	2317	56.9%	18.77%
<b>November</b>	1249	1109		1179	1671	41.7%	17.66%
<b>December</b>	1207	1285		1246	1718	37.9%	15.72%
<b>January</b>		1182	1031	1107	1811	63.7%	15.05%
<b>February</b>		1138	981	1060	1698	60.3%	17.07%
<b>March</b>	956	1489		1223	2031	66.1%	18.17%



DATE: May 26, 2004  
TO: STA Board of Directors  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Dixon Community Based Transportation Plan Status

**Background:**

The Community Based Transportation Planning (CBTP) studies are a result of a regional effort led by the Metropolitan Transportation Commission (MTC). The goal of MTC's Community Based Transportation Planning program is to advance their findings of the Lifeline Transportation Network Report included in the 2001 Regional Transportation Plan (RTP) as well the Environmental Justice report. Those reports identified transit needs in economically disadvantaged communities throughout the Bay Area. Three communities in Solano were identified: Dixon, Cordelia, and Vallejo. Throughout the Bay Area, some locations were selected as part of the pilot study: Dixon is one of these pilot study locations. MTC has provided funding for these studies.

A consultant, the IBI Group, was selected in Fall 2003 to perform the Dixon and Cordelia studies. While the STA is the project manager, this effort has been closely coordinated with MTC and the City of Dixon. The project kicked off in November, 2003.

The key component of this study is community involvement. The community's input is critical to identify the needs, but also to identify the priorities once they understand the parameters of the transportation system and resources.

These CBTP studies can identify a wide array of potential solutions – not just fixed-route transit. Often the transportation obstacles identified are significant, but not large in scale. Creative, non-traditional solutions that fit the scale of the obstacles facing the target population have been encouraged.

**Discussion:**

This project was kicked off in November 2003 with a stakeholders meeting in Dixon. Representatives from a wide range of organizations who interact with the study's target population (low-income Dixon community residents) were invited: employers, social services, community and business organizations, churches, and transportation providers.

This meeting was followed by two surveys which were developed with input from the stakeholders. The two surveys were a telephone survey of employers and client surveys administered through the non-employer stakeholders. These surveys began in January and were conducted through early March. They were supplemented by interviews and

focus groups. Draft issues and mitigation strategies were prepared for review and input by the stakeholders group in late March. From the stakeholders' input, a draft final report has been prepared.

The draft final report will be circulated to the stakeholder group for review in early June. With their input, the draft final report will then be presented for review and approval to the Consortium and TAC in June and to the STA Board in July. Along with identifying priority projects to address the issues identified by the community, potential funding sources are included. These projects will also be eligible for Low Income Flexible Transportation funds (LIFT); the next cycle is expected in late Summer/early Fall. The draft Executive Summary is attached for the Board's information.

**Recommendation:**  
Informational.

Attachment:

A. Dixon CBTP study draft Executive Summary

## 1. EXECUTIVE SUMMARY

The Solano Transportation Authority (STA) retained the IBI Group to prepare a community-based transportation plan (CBTP) for the city of Dixon. The study took place between November 2003 and May 2004, and involved community input, technical analysis and coordination with local stakeholders to address transportation gaps identified by the community.

The plan was funded by the Metropolitan transportation Commission (MTC), who initiated the CBTP program to advance the findings of two reports included in the 2001 Regional Transportation Plan. The Lifeline report identified transit needs to economically disadvantaged communities and recommend community transportation planning as a way to address them. Likewise, the Environmental Justice report identified the need to support local planning efforts in low-income communities throughout the region. Dixon was selected as one of five communities to participate in a pilot program to begin implementation of the CBTPs. The results of this plan will be used to inform local planning efforts, the Solano Countywide Transportation Plan, as well as the upcoming Regional Transportation Plan – Transportation 2030.

### EXISTING TRANSPORTATION SERVICES AND GAPS

Dixon is a small city of 16,000 in eastern Solano County, growing and transforming from its agriculture origins into a manufacturing and distribution center on the I-80 corridor. A migrant farm worker camp on the outskirts of Dixon is in operation about six months of the year from spring into fall. These workers and their families use services in Dixon. Given the city's relatively small size, many major health and social service facilities are located some distance from Dixon, including Fairfield, Vacaville, Yolo County and the Sacramento area. Dixon is currently served by several transit services:

- Demand response - Readi Ride: this general public dial a ride service operates within the city limits with four vehicles, on weekdays between 7 a.m. and 6 p.m., serves 54,000 passengers a year - many of whom are school students. The service is popular and growing, but does not serve any trips originating or ending outside Dixon.
- Route 30: Fairfield Suisun Transit operates this mainly commute-hours service on behalf of the STA, with a single stop in Dixon, at the Market Lane park-and-ride facility. Route 30 offers service eastbound to Davis and Sacramento and westbound to Vacaville and Fairfield. Service operates Monday through Friday with a service span in Dixon from 7:20 am – 5:40pm. However the services are based on the I-80 corridor and many destinations within other cities require transfers; some daytime services, including the first morning westbound run, do not include a Dixon stop and no weekend service is available.
- Solano Paratransit: Solano Paratransit is an intercity dial-a-ride service for American Disabilities Act (ADA) eligible registrants. Service is offered weekdays 7am-7pm and Saturday 8am-5pm to other cities in eastern Solano County. It is operated by Fairfield Suisun Transit on behalf of the STA and is funded by multiple Solano jurisdictions.
- Community-based agency and private transportation services: In addition to the three two main public transit services, several community organizations and agencies offer transportation services to Dixon residents. These are mostly specific programs for client groups, rather than the general public. Solano Health Partnership offers some patient-based transportation programs and the County of Solano, under the SolanoWORKS program, offers their clients a range of transportation support services, including transportation vouchers and vehicle purchase assistance programs. Private taxi and other private transportation services are available on a limited basis.

## **COMMUNITY OUTREACH STRATEGY**

A multi-stage community outreach strategy was developed to confirm known transportation service gaps, to identify additional transportation needs and to engage the community in developing and evaluating solutions.

The community outreach began with an initial stakeholder meeting in November 2003 with representatives from community-based organizations (CBOs), public agencies, private business, and faith-based groups as well as the Mayor of Dixon. This meeting was followed by a two-pronged approach to seek the perspectives of the low-income and transit-dependent population by working with CBOs they interact with as well as Dixon employers. Direct input from Dixon residents was sought through a questionnaire survey administered through the CBOs. Additional information about transportation gaps and issues was collected by facilitating a focus group with Dixon Family Services, meeting with Dixon Family Practice staff, and conducting a telephone interview with staff from the migrant workers' camp. Employer outreach and input was collected through a telephone survey of Dixon employers as well as at a breakfast meeting with employer representatives and the Mayor of Dixon. The results of the community input were presented at a stakeholders' meeting at the end of March 2004 where needs were reviewed and potential solutions discussed and evaluated.

## **COMMUNITY OUTREACH RESULTS**

### **Community Based Organizations Survey**

Outreach through the CBO's was extensive and resulted in 100 returned surveys. Over 50% of the surveys were from clients of Dixon Family Services; 25% were completed by CalWORKS clients. Dixon Family Practice clients and parishioners from a Dixon Methodist Church also completed a number of surveys. A profile was created of households with some transit-dependency.

- Over half of are on incomes of less than \$15,000 annually
- Half are employed or looking for work
- Half are Spanish speakers
- A minority – less than one in ten – usually travel by transit
- More than half rely on ridesharing or drive themselves

The following transit needs were expressed:

It is difficult to access:

- Points outside Dixon – approximately 50% expressed at least some difficulty.
- Information about transportation services - approximately 40% expressed some difficulty
- Health services (including destinations outside Dixon) – with 40% expressed at least some difficulty
- Shopping - 30% expressed at least some difficulty
- School/education – approximately 20% expressed at least some difficulty.
- Transportation from locations in the County area surrounding Dixon to services within Dixon city limits.

### **Employer Survey**

The employer survey targeted to eighteen employers and business organizations that hire a significant number of entry level wage workers. Included in this outreach were several key large employers, such as the distribution facilities for Gymboree and CSK Auto (Kragen), Dixon Unified School District and Wal-MART, which in total represented some 1,700 employees. The employer survey sought to identify transportation issues employers faced recruiting or retaining entry-level employees. Although many of the employers recruit from outside Dixon, and many operate shifts outside hours of transit services, only two (the School District and Kragen) identified problems in recruiting and retaining entry-level employees. Some stakeholders expressed that the transportation difficulties faced by employees and those seeking work may have been understated in the survey and in feedback from employers. Several stakeholders reported that

their clients cannot access certain entry-level positions because transportation is not available, or does not operate when shifts end/begin.

### **Outreach Findings**

In summary, the community outreach process identified a number of transportation gaps and needs. As Dixon is a diverse, but relatively small community no one transportation need was raised by all or most people participating in the outreach. While the scale of each need may be small in nature, for those experiencing the need, the problem is acute. Several of the gaps identified were to or from points outside Dixon city limits. Although some desire for extension of hours and coverage of Dixon's Redit-Ride transit service was expressed, most of the needs identified are not easily met through conventional transit service; the nature of these needs called for a diverse package of small scale, flexible solutions, tailored to specific groups' travel needs.

### **IMPROVEMENT STRATEGIES AND ACTION PLAN**

The summary table presents a range of possible transportation solutions developed in response to transportation needs identified in the community outreach process. Solutions were evaluated by the consultants and stakeholders using the following criteria: cost effectiveness, community support/the population served, ease of implementation, ability to demonstrate near-term results, level of service and service considerations such as convenience, number of transfers, comfort and flexibility. Estimated costs and potential funding sources are also listed.

Each solution has been considered by stakeholders in late March and will be subject to final review by them in late May 2004. This will be followed by a review and approval by local policy makers. Results of this study are to be included in local and regional planning efforts, as well as considered when decisions regarding funding opportunities arise.

The stakeholder group will be encouraged to meet to identify next steps to implement the solutions outlined in the plan.

**COMMUNITY-BASED TRANSPORTATION PLANNING FOR DIXON**

<b>Summary of Needs and Solutions</b>						
<b>Need Addressed</b>	<b>Solution</b>	<b>Description</b>	<b>Lead Agency</b>	<b>Total Cost (annual)</b>	<b>Potential Funding Source</b>	<b>Notes</b>
<b>POTENTIAL SOLUTIONS FOR IMPLEMENTATION IN THE NEAR TERM (0-2 YEARS)</b>						
Stakeholder comments regarding unfamiliarity with available community transportation resources or what their transportation options may be. Opportunity to offer expanded bilingual services.	<b>INFORMATION DISSEMINATION</b>	a) Developing and maintaining a database of community needs and transportation resources; and b) "Lead Agency" responsibilities in disseminating information regarding transportation options. Redit Ride may not necessarily provide the transportation but will advise callers as to what their transportation options may be.	STA	\$6,800	LIFT, YSAQMD, Private foundations	admin costs from year 2; set up costs in year 1 \$7,200
Coordinated demand for select trips outside City limits (outside Redit Ride's service area); need for utilization of available volunteer transportation resources.	<b>COLLABORATIVE APPROACH TO MOBILITY MANAGEMENT</b>	STA and Redit Ride officials jointly facilitate on-going dialogue with key community stakeholders for continuing discussion of transportation needs and requirements and participation in solutions including local scrip/voucher program and a demonstration of medical shuttle.	STA and City of Dixon/Redit Ride, with Stakeholders		STA/City of Dixon	minimal additional admin. burden
Accommodate low-density travel demand likely evenings, weekend or "regional" service. Migrant worker needs; May address demand for evening, weekend and outside of City-limits, service; Out-of-hours school student needs met.	<b>TAXI SCRIP / VOUCHER PROGRAM</b>	Provides subsidized, on-demand transportation for eligible users, through contracted taxi/van providers; agency participants decide their individual level of subsidy and final cost to user.	City of Dixon/Redit Ride	\$156,000	LIFT, TDA, CDBG	assumes 150 weekly trips at average of \$20.00 per trip
Transportation as a barrier to accessing health care; Medical patients without other options needs potentially met; regular demand for service to out-of-Dixon destinations.	<b>MEDICAL SHUTTLE SERVICE</b>	Medical shuttle service implemented for a one-year trial period. Service would be provided 2 days a week from Dixon to select medical facilities in Fairfield, Vacaville, Woodland and Davis.	City of Dixon/Redit Ride	\$25,500	FTA 5310 Funds, STAF, Dixon Family Practice	assumes 1 year demo, 832 hours of service at \$21.00/ hour
Households who are transportation disadvantaged and whose work/service needs can only be met by auto.	<b>VEHICLE PURCHASE ASSISTANCE</b>	Potential for households for whom transit cannot meet travel needs to become independent through subsidized vehicle purchase, potentially extending range of eligibility from current CalWORKS participants.	County/City of Dixon	\$40,000	LIFT, CDBG, Dixon Employers	assumes four-vehicle revolving fund at average used car cost of \$10,000
<b>POTENTIAL SOLUTIONS FOR CONSIDERATION IN THE MEDIUM TERM (2-5 YEARS)</b>						
Address demand for evening, weekend and outside of City-limits, service Employee needs met (Kragen and School District).	<b>ENHANCED READI RIDE</b>	Although immediate expansion not envisaged, additional study to determine service planning needs for future Redit Ride expansion; will include updating of Redit Ride recommendations from the Long Range Transit plan within the context of Dixon CBTP transportation solutions.	STA/City of Dixon/Redit Ride	\$59,000	LIFT, TDA Funds	assumes one additional weekday vehicle
Demand for out of Dixon destinations and connecting services in Solano and Yolo Counties.	<b>ENHANCED ROUTE 30</b>	Evaluation of potential for AM westbound stop at Dixon and other daytime stops currently omitted from I-80 express service, within the context of Dixon CBTP transportation solutions.	STA	to be determined	TDA Funds, LIFT	
<b>Abbreviations:</b> CDBG: Community Development Block Grants FTA 5310: Federal Transit Administration capital funds for vehicles LIFT: MTC's Low Income Flexible Transportation Program T2030: MTC regional transportation plan 25 year program, incl. Lifeline Transit						



DATE: June 2, 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>
FTA 5311(f) Intercity Bus Program (non-urbanized areas)	Mercy Lam, Caltrans, Office of Transit and Community Planning. (510) 286-5520	<b>Due June 15, 2004</b>
Regional Transportation Fund for Clean Air Program (60% Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	<b>Due June 30, 2004</b>
EPA Diesel Retrofit Program	Steve Albrink, US EPA, (202) 343-9671	<b>Intent to apply by May 28, 2004 Due July 2, 2004</b>
Solano Transportation Fund for Clean Air Program (40% Program Manager Funds)	Robert Guerrero, STA, (707) 424-6014	<b>Due July 15, 2004</b>
Regional Planning Transportation for Livable Communities Program (TLC)	Ashley Nguyen, MTC, (510) 464-7809	<b>Workshop on June 15, 2004 Due July 16, 2004</b>
Regional Capital Transportation for Livable Communities Program (TLC)	Ashley Nguyen, MTC, (510) 464-7809	<b>Workshop on June 15, 2004 Due July 16, 2004</b>
Local Streets and Roads Shortfall	Melanie Choy, MTC, (510) 464-7865	<b>Due August 31, 2004</b>
Bikes Belong Grant Program	Tim Baldwin, Bikes Belong Coalition, (617) 426-9222	<b>Q3 – September 3, 2004 Q4 – November 23, 2004</b>



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*FUNDING OPPORTUNITY:*

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

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Workshops on May 13<sup>th</sup> and 19<sup>th</sup>. Applications due June 15, 2004.

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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  
2<sup>nd</sup> Year start-up funding, Route 10 expansion, \$34K

Further Information: Video Conference Workshops on May 13<sup>th</sup> & May 19<sup>th</sup>  
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](mailto:Mercy_lam@dot.ca.gov)

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



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*FUNDING OPPORTUNITY:*

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

Applications due end of June 2004

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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

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*FUNDING OPPORTUNITY:*

**Environmental Protection Agency  
Diesel Retrofit Program**

Intent to Apply by May 28, 2004. Due July 2, 2004

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TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Environmental Protection Agency Diesel Retrofit 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:** State, local, multi-state, tribal agencies and non-profit public or private organizations or institutions involved with transportation air quality issues.

**Program Description:** Funds EPA verified pollution control equipment projects or engine replacements to reduce emissions from diesel fleets, including non-road fleets, that affect sensitive populations.

**Funding Available:** \$1.5 million is available in ten to fifteen competitive awards ranging from \$100,000 to \$150,000. Match not required; however, will improve scoring.

**Eligible Projects:** Pollution control equipment  
Diesel fleet engine replacements

**EPA Contact:** Steve Albrink, EPA,  
(202) 343-9671 [albrink.steve@epa.gov](mailto:albrink.steve@epa.gov)  
<http://www.epa.gov/air/pdfs/04-08.pdf>

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

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*FUNDING OPPORTUNITY:*

**Solano Transportation Fund for Clean Air Program**  
(40% Program Manager Funds)

Applications due to STA July 15, 2004

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TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Solano 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 colleges in south Solano County are eligible.

**Program Description:** This program provides grants to local agencies for clean air projects.

**Funding Available:** \$119,355.74 remaining in FY 2004-05 funds

**Eligible Equipment:** Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

**Further Details:** Application material, program guidelines, and additional information about the TFCA program is available

**STA Contact Person:** Robert Guerrero, Associate Planner, 707.424.6014

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**FUNDING OPPORTUNITY:**

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

Workshop on June 15, 2004 at Suisun City Hall. Due July 16, 2004.

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TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Transportation for Livable Communities Program's Regional Planning 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:** Provides funding support to local governments, transportation agencies, and community-based organizations to explore innovative design concepts and plans through an inclusive, community-based planning process.

**Funding Available:** Up to \$75,000 is available per project. A 20 percent local match is required.

**Eligible Projects:**

- Conducting community design and visioning workshops
- Designing streetscape improvements that promote pedestrian, bicycle and transit activities
- Preparing neighborhood revitalization plans to strengthen community identity
- Developing transportation and land-use plans for redevelopment areas or along a Resolution 3434 corridor
- Preparing concept plans, drawings and design guidelines for capital projects

**Further Details:** [http://www.mtc.ca.gov/projects/livable\\_communities/tlc\\_grants.htm](http://www.mtc.ca.gov/projects/livable_communities/tlc_grants.htm)  
Workshop: Tuesday, June 15th 9 a.m. – 11 a.m. Suisun City Hall

**Program Contact Person:** Ashley Nguyen, MTC, (510) 464-7809  
**STA Contact Person:** Robert Guerrero, STA Associate Planner, (707) 424-6075

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*FUNDING OPPORTUNITY:*

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

Workshop on June 15, 2004 at Suisun City Hall. Due July 16, 2004.

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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:** Encourages pedestrian, bicycle and transit trips; supports a community's larger infill development or revitalization effort; and provides for a wider range of transportation choices, improved internal mobility, and stronger sense of place.

**Funding Available:** Grant amount ranges from \$500,000 to \$3 million per project. A federal local match of 11.5 percent of the total TLC project cost is required.

**Eligible Projects:**

- Bicycle and pedestrian paths, bridges and Bike Lanes.
- Pedestrian plazas; Streetscaping & Traffic calming
- MTC is looking for a capital project that is well-designed, uses a variety of different design features, results in numerous community benefits, and is part of a community's broader revitalization and development efforts.

**Further Details:** [http://www.mtc.ca.gov/projects/livable\\_communities/tlc\\_grants.htm](http://www.mtc.ca.gov/projects/livable_communities/tlc_grants.htm)  
Workshop: Tuesday, June 15th 9 a.m. – 11 a.m. Suisun City Hall

**Program Contact Person:** Ashley Nguyen, MTC, (510) 464-7809

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

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*FUNDING OPPORTUNITY:*

**Local Streets and Roads Shortfall**

Due August 31, 2004

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TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the Local Streets and Roads Shortfall 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: Congestion Management Agencies (CMAs) or an equivalent agency.

Program Description: Funds to rehabilitate local streets and roads.

Funding Available: Solano County's share of shortfall funds is \$1,887,000.

Eligible Projects: Local streets and roads rehabilitation. Projects can include pavement and non-pavement elements.

Further Information: Local jurisdictions must apply through their local CMAs and be advised that each CMA may have expanded criteria for their respective county programs.

MTC Contact: Melanie Choy, MTC, (510) 464-7865

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

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*FUNDING OPPORTUNITY:*

**Bikes Belong Grant Program**

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Applications Due: 3<sup>rd</sup> Quarter – September 3, 2004, 4<sup>th</sup> Quarter - November 23, 2004

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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](http://www.bikesbelong.org). Navigate to grant programs.

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

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

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