



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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MEETING NOTICE

September 8, 2004

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

6:00 P.M. Regular Meeting

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

Members:

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

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

ITEM

BOARD/STAFF PERSON

- | | | |
|--|--|-----------------|
| I. | CALL TO ORDER – CONFIRM QUORUM
(6:00 – 6:05 p.m.) | Chair MacMillan |
| II. | PLEDGE OF ALLEGIANCE | |
| III. | APPROVAL OF AGENDA | |
| IV. | OPPORTUNITY FOR PUBLIC COMMENT
(6:05- 6:10 p.m.)
Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. | |
| <p>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.</p> | | |
| V. | EXECUTIVE DIRECTOR’S REPORT
(6:10-6:15 p.m.) – Pg. 1 | Daryl K. Halls |

VI. COMMENTS FROM STAFF, CALTRANS AND MTC
(6:15-6:20 p.m.)

- A. Caltrans Report**
- B. MTC Report**
- C. STA Report**

- 1. **Proclamation of Appreciation for Charles O. Lamoree**
- 2. **Legislative Update – August-September 2004**

Chair MacMillan
Tony Rice,
Shaw/Yoder

VII. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.

(6:20-6:25 p.m.) – Pg. 13

- A. STA Board Minutes of July 14, 2004**

Kim Cassidy

Recommendation: Approve minutes of July 14, 2004.
– Pg. 15

- B. Draft TAC Minutes of August 25, 2004**

Johanna Masiclat

Recommendation: Receive and file. – Pg. 25

- C. Renewal of Contract Services for Accounting Assistance**

Daryl Halls

Recommendation: Authorize the Executive Director to extend the contract to provide accounting services for an amount not to exceed \$10,000 to December 31, 2004.
– Pg. 31

- D. I-80/I-680/SR 12 Interchange Project - Contract Amendment #1 for MTCo/Nolte Joint Venture**

Mike Duncan

Recommendation: Authorize the Executive Director to amend the consultant contract with the Mark Thomas/Nolte Associates Team to prepare the Project Approval/Environmental Documents for the I-80/I-680/SR 12 Interchange project by \$714,708 with a total amount not to exceed \$7,600,000.
– Pg. 35

- E. Approval of FY 2004-05 STA Benefits Summary**

Kim Cassidy

Recommendation: Authorize the Executive Director to sign the Fiscal Year 2004-05 STA Personnel Policies and Procedures Benefits Summary effective September 8, 2004.
– Pg. 43

- F. Dixon Community Based Transportation Plan**

Elizabeth Richards

Recommendation: Approve the following:

1. *The enclosed Community Based Transportation Plan for the City of Dixon.*
2. *Authorize the STA Chair to sign a letter of support for each of the following two LIFT grant applications:*
 - A. *Volunteer Ride Program for Medical Trips*
 - B. *Subsidized Taxi Service*

-Pg. 45

G. Solano Napa Commuter Information (SNCI) FY 2003-04 Annual Report

Anna McLaughlin

Recommendation: Receive and file.

-Pg. 47

H. Solano Paratransit Annual Report

Jennifer Tongson

Recommendation: Receive and file.

-Pg. 49

I. TFCA 40% Program Manager Funds

Robert Guerrero

Recommendation:

Approve the following:

1. *\$32,000 for City of Suisun City's Central County Bikeway Gap Closure Project in TFCA 40% Program Manager Funds for FY 2004-05.*
2. *\$50,000 for County of Solano's public charging stations in TFCA 40% Program Manager Funds for FY 2004-05.*
3. *Adopt Resolution 2004-08 authorizing a second application submittal to the BAAQMD for \$32,000 for Suisun City's Central County Bikeway Gap Closure Project and \$50,000 for County of Solano's public charging stations project.*

- Pg. 53

J. Jepson Parkway Budget Revision for FY 2003-04 and FY 2004-05

Mike Duncan

Recommendation:

Authorize the budget additions for the Jepson Parkway Project as specified in Attachments A and B.

- Pg. 63

VIII. ACTION ITEMS – FINANCIAL

- A. Swap of Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement Program (CMAQ) Funds** Mike Duncan

Recommendation: Authorize the Executive Director to enter into an agreement with MTC for funding regional programs, local agency programs and a \$2M STP/CMAQ swap with ECMAQ funds as outlined in Attachment B. (6:25-6:35 p.m.) – Pg. 67

- B. Proposed Scope of Work and Request for Proposals for SR 12 Transit Corridor Study** Dan Christians

Recommendation: Approve the following:

1. Preliminary Scope of Work for the SR 12 Transit Corridor Study as specified in Attachment A.
2. Authorize the Executive Director to distribute a Request for Proposals to conduct the State Route 12 Transit Corridor Study.
(6:35-6:40 p.m.) – Pg. 75

- C. Regional Measure 2 (RM 2) Update and Revision** Mike Duncan

Recommendation: Approve the following:

1. The Revised Solano County RM 2 Project Funding Proposal as shown in Attachment B.
2. Resolution 2004-09, Solano Transportation Authority Resolution of Project Compliance, as specified in Attachment F.
(6:40-6:45 p.m.) – Pg. 79

IX. ACTION ITEMS – NON FINANCIAL

- A. Legislative Update – September 2004** Daryl Halls

Recommendation: Authorize the Executive Director to prepare letters to members of the State Legislature and the Governor in support of legislation stopping the diversion of Proposition 42 funds and requesting the rapid repayment of Proposition 42 funds to the Transportation Investment Fund.
(6:45-6:50 p.m.) – Pg. 103

- B. Countywide Transportation for Livable Communities (TLC) Program Guidelines** Robert Guerrero

Recommendation: Approve the Solano Countywide TLC Program Guidelines as specified in Attachment A.
(6:50-7:00 p.m.) – Pg. 127

X. INFORMATION ITEMS

(7:00-7:30 p.m.)

A. STA Board Review and Updates of Priority Projects/Overall Work Plan for FY 2004-05 and FY 2005-06 Daryl Halls
Informational: – Pg. 139

B. Funding the Comprehensive Transportation Plan (CTP) Daryl Halls
Informational: – Pg. 141

(No Discussion Necessary)

C. Solano/Napa Multi-Modal Travel Demand Model Status (Phase 1) Dan Christians
Informational: – Pg. 145

D. Highway Projects Status Report Mike Duncan
Informational: – Pg. 153

E. Funding Opportunities Summary Sam Shelton
Informational – Pg. 157

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **October 13, 2004, 6:00 p.m.** at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: August 31, 2004
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 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.

CTC Highlights State Transportation Funding Shortfall

On August 18, 2004, three members of the California Transportation Commission (CTC) hosted a statewide meeting of California's transportation agencies to discuss the magnitude of California's "Transportation Funding Shortfall" (see attachment A). The summary provides a brief background of the events that led to the funding shortfall and summarized the bleak fiscal outlook for FY 2004-05. The report states that the State Highway Account (SHA) will have only enough cash to fund \$500 million in project allocations statewide through December 2004, which is less 25% of the planned \$2.2 billion in allocations programmed for the fiscal year. The CTC is projecting no new allocations of State Transportation Improvement Program (STIP) or Traffic Congestion Relief Program (TCRP) funds, and will be forced to stop state highway rehabilitation and safety allocations after December 2004.

The potential for any new STIP or TCRP allocations is tied to one or a combination of the following events occurring in the near future: 1) The federal ethanol issue is resolved favorably for California; 2) The federal reauthorization bill is passed at a higher level than proposed by the President and the House of Representatives; and 3) Propositions 68 and 70 are defeated by California's voters at the November 2004 elections. The defeat of the two propositions would result in \$1.2 billion in new tribal gaming compacts funds, negotiated by the Governor, flowing to transportation as payments of past loans. None of these specific events are assured and if nothing significant changes, it appears likely that the transportation fiscal crisis will affect the 2006 STIP and beyond.

Stopping the Diversion of Proposition 42 Funds *

One topic of statewide consensus among the transportation community and the vast majority of California's voters is the importance of stopping the diversion of Proposition

42 funds from the Transportation Investment Fund to balance the State General Fund. For the second straight year, both the State Legislature and the Governor has authorized the diversion of these funds, which were approved by 70% of California voters in March 2002 to be dedicated to transportation purposes (STIP 40%, streets and roads 40%, and transit 20%). This diversion of Proposition 42 is annually costing Solano County an estimated \$5 million in state funding for local streets and roads, and highway and transit improvement projects.

Planning for Transit Service on SR 12 *

SR 12 is the one major commuter corridor located within Solano County without a long range implementation plan for transit service. With the recent approval by the STA Board of the I-80/I-680/I-780 Transit Corridor Study, the STA and Napa County Transportation Planning Agency (NCTPA) is ready to initiate the SR 12 Transit Study. This multi-county planning effort will design a transit service implementation plan from Rio Vista to Fairfield/Suisun City to the City of Napa along the State Route 12 Corridor. Invited participants include the cities of American Canyon, Fairfield, Napa, Rio Vista and Suisun City, the County of Solano, the County of Napa, Caltrans, MTC, NCTPA and STA. The study is expected to take approximately 6 months to complete and will serve as a guide for future transit funding and services along this corridor.

Bay Bridge Debate Continues

During the last week of the State Legislative session, the Governor and Bay Area Legislative leaders failed to come to an agreement on how to cover the estimated funding shortfall for the Bay Bridge Retrofit Project. The Governor and Southern California Legislators continue to refuse to accept any state responsibility for funding this project. Bay Area Legislators continues to strongly oppose any diversion of RM 2 funds and the imposition of a toll increase on seven state owned bridges located in the Bay Area. Three options pursuant to the implementation of the Bay Bridge Retrofit project are as follows: 1). Award the current contract; 2). Rebid the current contract; or 3). Redesign the Bridge project. The STA continues to oppose any efforts to divert RM 2 revenues or the imposition of a new bridge toll increase.

CTP Focus Moved to Alternative Modes with TLC Guidelines and Pedestrian Plan*

In July 2004, the STA Board approved the release of Draft Transportation for Livable Communities (TLC) Guidelines that were developed as part of a Solano County Transportation for Livable Communities (TLC) program and in anticipation of an estimated \$500,000 in annual TLC funding to be available for allocation by the STA later this year. The TLC program is being developed in partnership with the seven cities and County of Solano through the participation of the STA TAC, Transit Consortium, and Solano County City and County Planners Group. The development of a TLC plan for Solano County is a product of the Regional T-Plus program funded through the Congestion Management Agencies (CMAs) by the Metropolitan Transportation Commission. A second new county plan also being developed is the Solano Countywide Pedestrian Plan. This plan is being developed in anticipation of new Regional Bicycle/Pedestrian funds to be provided by MTC. The STA is anticipating the annual allocation of \$250,000 in new Regional Bicycle/Pedestrian funds beginning in FY 2005/06.

Funding the Comprehensive Transportation Plan (CTP) *

The three elements and individual plans contained in the Comprehensive Transportation Plan (CTP) contain an exciting and critical array of transportation projects, improvements and programs. A funding and implementation plan is needed in order to successfully construct these projects and to implement the multi-modal, countywide transportation system envisioned by the STA through the Comprehensive Transportation Plan. At the meeting, staff will provide an overview of current and projected funding anticipated to be available now and in the future. On November 2, 2004, Solano County voters will determine the fate of the Traffic Relief Plan (Measure A), which if passed would generate an estimated \$1.43 billion in local transportation funds for the specific projects identified in the Traffic Relief Plan. Following discussion by the STA Board, staff is planning to re-agendize the funding of the CTP and the establishment of a CTP implementation plan after the November 2004 election.

STA's SNCI Program Continues to Provide Travel Alternatives *

Included in this agenda is a summary report of the Solano Napa Commuter Information (SNCI) program for FY 2003-04. SNCI continues to successfully promote a wide range of travel and commute alternatives for Solano and Napa County residents. In FY 2004-05, the program will be focused on heightening public awareness of the SNCI program and continuing to increase the number of participants in carpools and vanpools, and to promote employer and bicycle incentives. I want to thank Elizabeth Richards, Anna McLaughlin, Yolanda Dillinger, Sorel Klein and Johanna Masielat for their personal commitment and dedication on behalf of the STA.

STA Prepares for 7th Annual Awards Program

The STA's 7th Annual Transportation Awards are scheduled for Wednesday, November 10, 2004, at Pepper Bellies Comedy in the City of Fairfield. Staff has been receiving nominations for the eight specific award categories and we look forward to another successful event recognizing a myriad of outstanding transportation projects, agencies and individuals.

STA Board to Recognize Chuck Lamoree

This month, Chuck Lamoree retired from public service and ended his successful employment as the STA's Legal Counsel. On behalf of the STA Board, staff has prepared a proclamation thanking him for his many years of outstanding legal counsel on behalf of the STA Board, staff, and our member agencies. He shall be missed.

Attachments:

- Attachment A: CTC's Summary of California Transportation Funding Shortfall
- Attachment B: Updated STA Calendar
- Attachment C: STA Acronyms List
- Attachment D: Shaw/Yoder End of Session Update – Bay Bridge

**CALIFORNIA TRANSPORTATION COMMISSION
TRANSPORTATION FUNDING SHORTFALL**

In total over \$5 billion has been lost to transportation in fiscal year (FY) 2004-05 and the prior two fiscal years due to loans, transfers, diversions, and lower than expected federal reimbursements. Gasoline sales tax revenues (\$3.3 billion) that were dedicated to transportation with the enactment of Proposition 42 have not been made available due to state budget ills. Regular gas tax (ad valorem) funds from the State Highway Account (\$1.4 billion) have been used to keep the construction going on allocated Traffic Congestion Relief Act of 2000 projects that were to be funded with gasoline sales tax revenues. The latest cash forecast from Caltrans indicates that federal reimbursements will be running approximately \$300 million less in FY 2004-05 than previously expected.

Background

On May 5, 1999, the California Transportation Commission (CTC) published a 10-year needs assessment of California's transportation system. The CTC roughly estimated the state's unfunded transportation need to be \$117 billion. In response, the Governor proposed and the Legislature enacted the Traffic Congestion Relief Act of 2000. The Act provided, over a six year period, \$6.8 billion in new funds to transportation, derived from the state's sales tax on gasoline, to initiate projects to help relieve traffic congestion and provide funds for other transportation infrastructure needs. In March 2002, 70% of the electorate approved Proposition 42, a legislative constitutional amendment that permanently dedicated revenues from the sales tax on gasoline to transportation infrastructure needs. Under provisions of Proposition 42, upon declaration of the Governor and with two-thirds concurrence of both houses of the Legislature, the gasoline sales tax dedication to transportation can be suspended.

Unfortunately, due to constant state budget ills, none of the gasoline sales tax derived funds promised to transportation (approximately \$1.1 billion a year) has been transferred from the general fund and made available to address the state's huge transportation infrastructure need. In response, the CTC suspended all new allocations to Traffic Congestion Relief Act projects in December 2002. In reality, the on going construction of Traffic Congestion Relief Act projects allocated by the CTC prior to December 2002 has been kept going by continuous borrowing of regular gas tax (ad valorem) funds from the State Highway Account. This borrowing, combined with the fact that federal aid is not flowing in the amounts projected, strained the State Highway Account to such an extent that the CTC suspended all new allocations during FY 2003-04 of programmed State Transportation Improvement Program (STIP) projects and sharply reduced allocations of state highway rehabilitation projects, a category of transportation projects that have a very high statutorily mandated priority.

The outlook for FY 2004-05 is turning out to be even more severe than for the prior fiscal year. The slower than expected flow of federal transportation funds, exacerbated by the lack of Proposition 42 funds, has imperiled transportation project allocations. Per the latest cash estimate, the State Highway Account will only have enough cash to sustain \$500 million in project allocations through December 2004; this is less than one quarter of the planed \$2.2 billion in allocations for the fiscal year. The CTC will not resume STIP or Traffic Congestion Relief Act project allocations, will be unable to do any new GARVEE bonding and will be forced to stop state highway rehabilitation project allocations after the December 2004 meeting. At this rate, the 1999 estimated \$117 billion unfunded transportation need will grow to \$160 billion by FY 2009-10.

The CTC might be able to resume STIP allocations in FY 2004-05 if one or a combination of events transpires: 1) The federal ethanol issue is resolved favorably for California; 2) The federal reauthorization bill is passed at a higher level than proposed by the President and the U.S. House of Representatives; 3) Proposition 68 and 70 are defeated by the voters at the November 2004 elections and the \$1.2 billion in new tribal gaming compact funds negotiated by the Governor flow to transportation as repayment of past loans.

COMPARISON AVAILABLE TRANSPORTATION FUNDS TO ACTUALLY AUTHORIZED
(\$ in billions)

	FY 2000-01	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	SUM
Annualized Unfunded Need	\$11.3	\$11.5	\$11.7	\$12.0	\$12.5	\$59.0
Transportation Funds as Available (prior to transfers, loans or diversions)						
Local Assistance	\$0.9	\$1.0	\$1.0	\$1.0	\$1.1	\$5.0
Gas Tax Funds (STIP/SHOPP)	\$2.9	\$2.8	\$2.4	\$2.5	\$2.4	\$13.0
Sales Tax on Gas (Prop 42)	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$1.1</u>	<u>\$1.1</u>	<u>\$1.1</u>	<u>\$3.3</u>
Total	\$3.8	\$3.8	\$4.5	\$4.6	\$4.6	\$21.3
Transportation Funds as Actually Authorized (FY 2003-04* & FY 2004-05 Estimated)						
Local Assistance	\$0.9	\$1.2	\$0.9	\$0.9	\$1.1	\$5.0
Gas Tax Funds (STIP/SHOPP)	\$2.5	\$2.6	\$2.1	\$1.4	\$0.8	\$9.4
Gas Tax Funds (TCRP)	<u>\$0.1</u>	<u>\$0.3</u>	<u>\$0.3</u>	<u>\$0.5</u>	<u>\$0.2</u>	<u>\$1.4</u>
Total	\$3.5	\$4.1	\$3.3	\$2.8	\$2.1	\$15.8
Transportation Funds Lost	\$0.3	-\$0.3	\$1.2	\$1.8	\$2.5	\$5.5

* Final allocation numbers for FY 2003-04 Local Assistance will not be available until after end of federal fiscal year.

**INVENTORY OF 10 YEAR UNFUNDED TRANSPORTATION NEEDS
GAS TAX ELIGIBLE PROJECTS ESCALATED TO FY 2004-05***
(\$ in billions)

	2004 Unfunded Needs	
Local Streets & Roads		
Arterials		\$14.9
Pavement Rehabilitation		\$11.9
Bridge Rehabilitation ¹		\$0.7
State Highways		
Highways		\$22.3
Interregional Improvements ¹		\$6.6
Bridge & Highway Rehabilitation		\$6.3
Safety Improvements		\$1.3
Recurrent Problems		\$4.9
Operational Improvements		\$5.3
Storm Drainage Retrofit		\$6.8
Retrofit Soundwalls		\$0.7
NAFTA Transportation Infrastructure		\$0.5
Native American Reservation Roads		\$0.2
Ground Access Improvements		
Airports		\$3.3
Seaports		\$1.3
Intercity Passenger Rail Service		\$4.9
LA Basin Rail Consolidation		\$2.6
Bus & Rail Transit		
Urban & Commuter Rail		\$22.3
Capital Improvements		\$7.0
ADA Capital Improvements		\$0.1
Bicycle & Pedestrian		\$1.6
	Total	\$125.4
Unfunded needs annualized over 10 years	\$12.5	\$12.5
	As Available	As Authorized
Annual Local Assistance investment	\$1.1	\$1.1
Annual STIP/SHOPP investment	\$2.4	\$0.8
Annual Prop 42 investment	\$1.1	\$0.2
	Total	\$2.1
Additional revenue required to address need	\$7.9	\$10.4

¹ May be understated.

* Extracted from the May 1999 CTC Inventory of Ten-Year Funding Needs, with a 2% per year escalation factor applied FY 2000-01 to FY 2003-04 and 5% FY 2004-05.

**INVENTORY OF 10 YEAR UNFUNDED TRANSPORTATION NEEDS
GAS TAX ELIGIBLE PROJECTS ESCALATED TO FY 2009-10***
(\$ in billions)

	2009 Unfunded Needs	
Local Streets & Roads		
Arterials		\$19.0
Pavement Rehabilitation		\$15.2
Bridge Rehabilitation ¹		\$0.9
State Highways		
Highways		\$28.4
Interregional Improvements ¹		\$8.4
Bridge & Highway Rehabilitation		\$8.0
Safety Improvements		\$1.6
Recurrent Problems		\$6.2
Operational Improvements		\$6.8
Storm Drainage Retrofit		\$8.7
Retrofit Soundwalls		\$0.9
NAFTA Transportation Infrastructure		\$0.6
		\$0.0
Native American Reservation Roads		\$0.3
Ground Access Improvements		
Airports		\$4.2
Seaports		\$1.6
		\$0.0
Intercity Passenger Rail Service		\$6.2
		\$0.0
LA Basin Rail Consolidation		\$3.3
Bus & Rail Transit		
Urban & Commuter Rail		\$28.4
Capital Improvements		\$9.0
ADA Capital Improvements		\$0.1
Bicycle & Pedestrian		\$2.0
	Total	\$160.0
Unfunded needs annualized over 10 years	\$16.0	\$16.0
	As Available	As Authorized
Annual Local Assistance investment	\$1.1	\$1.1
Annual STIP/SHOPP investment	\$2.4	\$0.8
Annual Prop 42 investment	\$1.1	\$0.2
	Total	\$4.6
Additional revenue required to address need	\$11.4	\$13.9

¹ May be understated.

* Extracted from the May 1999 CTC Inventory of Ten-Year Funding Needs, with a 2% per year escalation factor applied FY 2000-01 to FY 2003-04 and 5% FY 2004-05 to FY 2009-10.



STA MEETING SCHEDULE (For The Calendar Year 2004)

Updated 8/30/04

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Sept. 17	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Sept. 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Sept. 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Oct. 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Oct. 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Oct. 13	7:15 p.m.	STIA Board Meeting (Time Approximate)	Suisun City Hall	X
Oct. 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Oct. 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Nov. 10	5:00 p.m.	STA Board Meeting	Suisun City Hall	X
Nov. 10	6:00 p.m.	STA 7 th Annual Awards	Fairfield Jelly Bellies	X
Nov. 19	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Nov. 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Nov. 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Dec. 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Dec. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec. 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Dec. 29	1:30 a.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

ATTACHMENT B



Solano Transportation Authority
Acronyms List
Updated 8/30/04

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	PCRPF	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 st Century		



SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

September 1, 2004

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: END OF SESSION UPDATE – BAY BRIDGE

The end of the 2003-04 State Legislative Session concluded at about 4 a.m. on Friday night, Saturday morning. The Legislature will not perform any more legislative activity until next year.

The most contentious issue the last few days of the Session revolved around funding for the replacement of the Bay Bridge. A report was issued by Caltrans approximately three weeks ago that cited numerous cost overruns on the replacement of the Bay Bridge. In response to that, the Governor and his Administration proposed a financing solution to cover the costs of the Bridge that was largely contingent upon the Bay Area residents paying for the vast majority of the costs. The Governor's proposal not only contemplated increasing tolls, but also the redirection of existing RM 2 revenue. This proposal were soundly rejected by the Bay Area delegation, led by the new President Pro Tempore of the State Senate, Don Perata (D – Oakland), as unfair to Bay Area citizens as many of the cost overruns are believed to be attributed to faulty estimates by Caltrans, a state agency.

As a result, AB 2366 (Dutra) was gutted and amended in the last few days of the Session to implement the Bay Area's preferred financing mechanism. AB 2366 would have allowed the Metropolitan Transportation Commission the ability to refinance the existing \$3 dollar tolls, thereby generating approximately \$520 million in revenue. This revenue would have been used to award the contract to the construction consortium with the sole bid to build a replacement bridge, and then allow an independent auditor to assess why the cost overruns were so high. The Bay Area delegation has made overtures that any overrun costs associated to the Bay Area would be paid by the Bay Area. But the Governor was not comfortable with that assurance. After negotiations broke down early Saturday morning, it was determined by the legislative leadership not to send the bill to the Governor for a veto, and to try and work over the interim recess to devise an acceptable financing mechanism all parties can agree to and come back next year.

We are confident in disclosing that the Governor's proposal to redirect RM 2 was an absolute non-starter within the Bay Area delegation. We spoke regularly with the STA's delegation on this matter, as well as the leadership sponsoring AB 2366, and despite the Governor's focus on this source of revenue, it was never considered a legitimate option by Bay Area officials.

During the tense negotiations many options were thrown out as possible financing mechanisms. The most intriguing was "fixing" Proposition 42 (raising the threshold for the Legislature to suspend the Proposition), and utilizing the Bay Area's share of that funding to pay for the Bay Area's share of the cost overruns. While this concept seemed to have some support, it was rejected by some members of the Legislature who did not want to further limit the ability of the state to raid these funds until after the state's fiscal crisis is over.

We expect the replacement of the Bay Bridge to be discussed heavily during the interim and into next year. We will continue to update you on the process and progress made.

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

*Agenda Item VII
September 8, 2004*



DATE: August 30, 2004
TO: STA Board
FROM: Kim Cassidy, Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of July 14, 2004
- B. Draft TAC Minutes of August 25, 2004
- C. Renewal of Contract Services for Accounting Assistance
- D. I-80/I-680/SR 12 Interchange Project - Contract Amendment #1 for MTCo/Nolte Joint Venture
- E. Approval of FY 2004-05 Benefits Summary
- F. Dixon Community Based Transportation Plan
- G. Solano Napa Commuter Information (SNCI) FY 2003-04 Annual Report
- H. Solano Paratransit Annual Report
- I. TFCA 40% Program Manager Funds
- J. Jepson Parkway Budget Revision for FY 2003-04 and FY 2004-05



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
July 14, 2004

II. CALL TO ORDER

Vice Chair Courville called the regular meeting to order at 6:10 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Harry Price (Member Alternate)	City of Fairfield
Marci Coglianesse	City of Rio Vista
Jim Spering	City of Suisun City
Len Augustine	City of Vacaville
Anthony Intintoli	City of Vallejo
John Vasquez (Member Alternate)	County of Solano

MEMBERS

ABSENT:

Karin MacMillan (Chair)	City of Fairfield
John Silva	County of Solano

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Charles O. Lamoree	STA-Legal Counsel
Dan Christians	STA-Asst. Exec.
	Dir./Director of Planning
Mike Duncan	STA-Director of Projects
Elizabeth Richards	STA-SNCI Program Director
Kim Cassidy	STA-Clerk of the Board
Janice Sells	STA-Program Manager/Analyst
Robert Guerrero	STA-Associate Planner
Jennifer Tongson	STA-Projects Assistant

ALSO

PRESENT:

Morrie Barr	City of Fairfield
-------------	-------------------

Gian Aggarwal
Lt. Mike Farrell

City of Vacaville
California Highway
Patrol

Bernice Kaylin

League of Women
Voters – Solano County

Barry Eberling
Jason Massad

Daily Republic
Vacaville Reporter

IV. APPROVAL OF AGENDA

On a motion by Member Messina, and a second by Member Alternate Price, the STA Board approved the agenda with the addition of a supplemental addition to Agenda Item IX.B.

V. OPPORTUNITY FOR PUBLIC COMMENT

None

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

State Budget Remains Unresolved.

STA FY 2004/05 and FY 2005/06 Budget.

Approval of Cordelia Truck Scales Relocation Study.

Approval of I-80/I-680/I-780 Major Investment and Corridor Study.

Approval of I-80/I-680/I-780 Transit Corridor Study.

Development of Transportation for Livable Communities (TLC) Guidelines.

SNCI's Work Program for FY 2004/05.

STA Board to Recognize Janice Sells.

VII. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans:

None presented.

B. MTC:

None presented.

C. STA Report

1. Proclamation of Appreciation – Larry Greene, YSAQMD

By consensus, the STA Board unanimously approved the proclamation recognizing Larry Greene.

Daryl Halls

2. Proclamation of Appreciation – Janice Sells

By consensus, the STA Board unanimously approved the proclamation recognizing Janice Sells.

Vice Chair
Courville

3. Update of Countywide Transportation Safety Plan

Mike Duncan provided an update on the Solano Transportation

Mike Duncan

Safety Plan including: the purpose of the plan, specific safety improvements and projects, a potential list of safety projects for Solano County and the plan's schedule.

VIII. CONSENT CALENDAR

On a motion by Member Spring and a second by Member Messina, the consent items were approved in one motion. Member Alternate Price abstained from the vote on Agenda Item VIII.A (Approve STA Board Minutes of June 9, 2004).

- A. **STA Board Minutes of June 9, 2004**
Recommendation: Approve STA Board minutes of June 9, 2004.
- B. **Approve Draft TAC Minutes of June 30, 2004**
Recommendation: Receive and file.
- C. **Contract Amendment Number 9 – City of Vacaville Administrative Services Agreement**
Recommendation: Authorize the Executive Director to extend the Administrative Services Agreement with the City of Vacaville for Accounting and Personnel Services for FY 2004/05 for an amount not to exceed \$47,000.
- D. **Allocation of 1997 Abandoned Vehicle Abatement Carryover Funds**
Recommendation: Authorize the Executive Director to disperse \$16,518 of unallocated Abandoned Vehicle Abatement Program carryover funds as specified in Attachment A.
- E. **Appointment of Member to Paratransit Coordinating Council (PCC)**
Recommendation: Appoint George Bartolome to the PCC as a social service provider representative.
- F. **Solano Napa Commuter Information FY 04/05 Work Program**
Recommendation: Approve SNCF's FY 04/05 Work Program.

IX. ACTION ITEMS: FINANCIAL

- A. **Contract Amendment #5 to Employment Agreement with Executive Director**
Charles O. Lamoree reviewed an amendment to the employment agreement with Executive Director, Daryl Halls. He noted the annual evaluation was favorable and the Board had approved a salary adjustment, cost of living adjustment (COLA), and an increase to the Executive Director's monthly automobile allowance.

Recommendation: Approve Amendment #5 to the Employment Agreement with the Executive Director of the STA.

On a motion by Member Coglianese, and a second by Member Spring, the STA Board unanimously approved the recommendation.

- B. FY 2004-05 Proposed Budget Revision and Adoption of Initial FY 2005-06 Budget**
Daryl Halls summarized the proposed FY 2004-05 budget revision and initial FY 2005-06 budget and highlighted key FY 2004-05 budget revisions adopted in February 2004. He also discussed the approval of Resolution 2004-07 authorizing the filing of a claim with MTC for allocation of TDA/STAF funds for FY 2004-05.

Recommendation:

Approve the following:

1. Adopt the revised STA FY 2004-05 budget and initial FY 2005-06 initial budget as shown in Attachment A.
2. Authorize the establishment of a Program Manager/Analyst Position for Finance/Accounting.
3. Authorize the filing of a claim with the Metropolitan Transportation Commission for allocation of Transportation Development Act (TDA)/State Transit Assistance Funds (STAF) for FY 2004-05.

On a motion by Member Intintoli, and a second by Member Alternate Price, the STA Board unanimously approved the recommendation.

C. Programming Second Cycle Federal STP Funds for Local Streets and Roads Projects

Mike Duncan reviewed the proposed programming of Second Cycle STP funds for Local Streets and Roads Projects for Solano County for FY 2005-06 and FY 2006-07. He noted that STA must submit the application to MTC no later than August 31, 2004 and each qualifying agency receiving funds is required to submit a Resolution of Local Support and Opinion of Legal Counsel to MTC no later than December 1, 2004.

Recommendation:

Approve the following:

1. The proposed programming of Second Cycle STP funds for Local Streets and Roads projects as specified in Attachment A.
2. Authorize the Executive Director to submit the application for the Second Cycle STP funds for Local Streets and Roads projects, as specified in Attachment A, to MTC no later than August 31, 2004.

On a motion by Member Messina, and a second by Member Alternate Vasquez, the STA Board unanimously approved the recommendation.

D. Consultant Contract with Smith, Watts and Co. to Develop Public Information Material for Traffic Relief Plan for Solano County

Daryl Halls discussed the Local Funding Subcommittee recommendation to fund development and distribution by the STIA of a second public information piece focused on informing the residents in each of Solano County's seven cities regarding the final list of projects in the "Traffic Relief Plan for Solano County." He reviewed the proposal and cost estimates provided by the consultant firm of Smith, Watts & Company to design, develop, produce, copy and distribute the public information piece.

Board Comments:

Member Sperring inquired about the availability of funds.

Daryl Halls responded that remaining STP funds dedicated to the development of the Expenditure Plan would cover a total of \$22,750. The remaining \$48,000 will be covered by a combination of contingency savings available from Administrative Services and Strategic Planning (Marketing).

1. Approve the allocation of an additional \$55,000 or \$70,000 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 and
 - A. Production of copies and distribution to 90,000 Solano County voter households for an amount not to exceed \$55,000, or
 - B. Production of copies and distribution to 118,000 Solano County voter households for an amount not to exceed \$70,000.

On a motion by Member Sperring, and a second by Member Augustine, the staff recommendation was approved to: allocate an additional \$70,000 for CTEP specific consultant services, and to authorize the Executive Director to enter into a consultant services contract with Smith, Watts & Company for development of a public information piece and production of copies and distribution to 118,000 Solano County voter households for an amount not to exceed \$70,000.

X. ACTION ITEMS: NON-FINANCIAL

A. Cordelia Truck Scales Relocation Study

Mike Duncan outlined the issues currently under evaluation and steps needed for the State to determine the future location and configuration of replacement scales for the Cordelia facilities for Option 1 and 3. He further reviewed options and revisions to the options, revised costs and recommendations.

Board Comments:

Lt. Mike Farrell, CHP, indicated that CHP is opposed to closing the scales because of the increased violation rate of up to 75% overweight vehicles versus a 10% violation rate when facilities are remain open.

Member Coglianese indicated that theoretically this would mean increased truck traffic. Member Sperring inquired about the possibility of integrating technologies into the design of future truck scales facilities and stated that more emphasis should be committed to asking STA for resources to develop technology that would provide the facility a longer life span than to just relocate the scales.

Lt. Farrell indicated that currently the technology is not accurate enough to write citations.

Daryl Halls reviewed the approach taken in the study, including the Arterials, Highways and Freeways Subcommittee's review of the design. He indicated the debate has generated legislative interest at the state level and stated that progress can be made when the study is approved and funding commitments can be obtained.

Member Messina stated that an alternative may be to arbitrarily shut down the truck scales at commute hours.

Lt. Farrell indicated that currently congestion is more significant due to construction in the area. He further stated random shutdowns are possible and could be considered. He stated the department's objective is to inspect as many vehicles as possible. He further stated that currently the scales facility is shut down intermittently at night.

Member Augustine inquired about the number of vehicles CHP expects to have violations.

Lt. Farrell stated that approximately 20% of all vehicles inspected have various violations.

Member Sperring stated that he would support a fresh approach that incorporated new technology and alternative suggestions.

Member Coglianese stated that other than congestion there is also a responsibility for safety, homeland security and enforcement. She stated that she would not support a recommendation to close the facility, but would support asking for an investigation to study closure as an option to relieve congestion during peak commute times.

Member Messina requested further clarification of the number of vehicles processed through the scales versus the number of violations and citations per day.

Recommendation:

Approve the following:

1. Direct STA staff to revise the Draft Cordelia Truck Scales Relocation Study to include the shorter ramp design within the I-80/I-680/SR 12 Interchange as revised Option 1.
2. Endorse the revised Option 1 as the preferred option for relocating the Cordelia Truck Scales and recommend the existing facilities be closed, or closed during peak commute periods, until the Cordelia Truck Scales are relocated/reconstructed.
3. Authorize the Executive Director to complete the Cordelia Truck Scales Relocation Study with the following recommendations from the STA Board:

- A. Close the existing Cordelia Truck Scales, or close the scales during peak commute periods, until the scales can be relocated/reconstructed in a location that ensures safe traffic operations on I-80.
- B. Relocate the Cordelia Truck Scales as identified in the revised Option 1 of the Cordelia Truck Scales Relocation Study.
- 4. Authorize the Executive Director to forward the completed Study to the Business, Transportation and Housing Agency requesting action from BT&H on the STA Board recommendations.
- 5. Authorize the STA Chair to send letters to the Secretary of the Business, Transportation and Housing Agency and the Chairman of the California Transportation Commission requesting priority funding for the relocation of the Cordelia Truck Scales and requesting the project for the relocated Cordelia Truck Scales be designated as a "Federal Demonstration Project" for advanced facility design to address all aspects of Homeland Security, Safety and Enforcement.
- 6. Authorize the STA to participate in a follow-on Study to investigate current and proposed technologies to integrate into the design of future truck scales facilities to address homeland security, safety and enforcement.

The recommendations, with the following amendments, were approved in a roll call vote as follows:

- 2.A Endorse the revised Option 1 as the preferred option for relocating the Cordelia Truck Scales and recommend the investigation of the feasibility of closing existing facilities, or closure during peak commute periods, until the Cordelia Truck Scales are relocated/reconstructed.
- 3.A Investigate the feasibility of closure of the existing Cordelia Truck Scales, or closure of the scales during peak commute periods, until the scales can be relocated/reconstructed in a location that ensures safe traffic operations on I-80.

Ayes: Mary Anne Courville (Vice Chair), City of Dixon
 Steve Messina, City of Benicia
 Harry Price (Member Alternate), City of Fairfield
 Marci Coglianese, City of Rio Vista
 Jim Spering, City of Suisun City
 Len Augustine, City of Vacaville
 Anthony Intintoli, City of Vallejo
 John Vasquez, (Member Alternate), County of Solano

Noes: None
 Abstain: None
 Absent: None

B. Adoption of I-80/I-680/I-780 Major Investment & Corridor Study

Mike Duncan reviewed the Final Draft I-80/I-680/I-780 Major Investment & Corridor Study and noted that no comments were received. He highlighted changes to the draft and the Caltrans request that specific Goals and Objectives of the Study be included as part of the Purpose and Need section of the Study. He further indicated that the City of Benicia requested a title change to project 19A on the Mid-Term Projects to provide flexibility in the location of a Benicia park and ride lot.

Recommendation:

Approve the following:

1. The name change for Mid-Term project 19A from "Benicia – West Military Park & Ride" to "Benicia – Downtown Area Park & Ride."
2. Adopt the I-80/I-680/I-780 Major Investment & Corridor Study.
3. Authorize the Executive Director to forward the I-80/I-680/I-780 Major Investment & Corridor Study to Caltrans District 4 requesting Caltrans' concurrence with the Study.

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

C. Final I-80/I-680/I-780 Transit Corridor Study

Dan Christians summarized major elements recommended to meet projected travel demands up to the year 2030 which have been incorporated into the overall Final Plan to the I-80/I-680/I-780 Transit Corridor Study. He noted these elements include: existing services, proposed services, and a summary of new and expanded services.

Recommendation: Approve the Final I-80/680/780 Transit Corridor Study and addendum dated July 2, 2004.

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

D. Countywide Transportation for Livable Communities (TLC) Program Guidelines

Robert Guerrero summarized the TLC funding process for countywide priority projects including program guidelines, program descriptions, eligibility and the application process. He indicated that funding for the Solano County Countywide TLC Program is expected to be \$525,000 for the first cycle (FY 2005-06 to FY 2006-07) and \$1.6 M for cycle 2 (FY 2007-08 to FY 2008-09)

Recommendations:

Authorize the Executive Director to circulate the Draft Countywide Transportation for Livable Communities (TLC) Guidelines for review and comment.

On a motion by Member Spring, and a second by Member Coglianese, the STA Board unanimously approved the staff recommendation.

E. Legislative Update – June 2004

Janice Sells provided a legislative update for June 2004 and discussed the staff recommendation to adopt a watch position for SB 849.

Recommendation: Approve a position of Watch on SB 849.

On a motion by Member Alternate Price, and a second by Member Alternate Vasquez, the STA Board unanimously approved the staff recommendation.

XI. INFORMATION ITEMS

A. Highway Projects Status Report:

- 1) I-80/I-680/SR 12 Interchange
- 2) North Connector
- 3) I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7
- 4) I-80/I-680/I-780 Transit Corridor Study
- 5) Caltrans Auxiliary Lanes Project
- 6) Jepson Parkway
- 7) Highway 37
- 8) Highway 12 (Jameson Canyon and 12/29 Interchange)
- 9) Highway 12 (East)
- 10) I-80 Widening (Dixon to Vacaville)

B. Solano/Napa Multi-Modal Travel Demand Model Status (Phase I) Update

C. Solano Countywide Pedestrian Plan

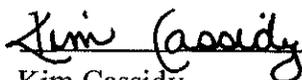
D. FY 2004-05 TDA and Gas Tax Contributions for STA

E. Funding Opportunities Summary

XII. BOARD MEMBER COMMENTS

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 8:10 p.m. The next regular meeting of the STA Board is scheduled for **September 8, 2004, 6:00 p.m.** at Suisun City Hall.



Kim Cassidy
Clerk of the Board

9-8-04

Date:



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
August 25, 2004

I. CALL TO ORDER

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

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Robert Meleg	City of Rio Vista
	Nick Lozano	City of Suisun City
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Birgitta Corsello	County of Solano
David Bastian	County of Solano
Cameron Oakes	Caltrans
Craig Goldblatt	MTC
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Anna McLaughlin	STA/SNCI
Robert Guerrero	STA
Sam Shelton	STA
Jennifer Tongson	STA
Johanna Masiclat	STA

II. APPROVAL OF AGENDA

By consensus, the STA TAC unanimously approved the agenda.

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 are due October 15, 2004.

MTC: Craig Goldblatt announced the restructuring of the Programming and Allocations Section at MTC. He also noted that the position of MTC Liason for transit operators and CMAs will no longer exist.

STA: Jennifer Tongson announced the following:
The next Paratransit Coordinating Council (PCC) meeting is scheduled for September 17, 2004. Contact Jennifer prior to the meeting for any TDA claims.
t sponsors needing to use Federal funds in FFY 2004-05 must have an approved DBE Program by October 1, 2004.
The deadline for receiving nominations for the 7th Annual Awards Ceremony is Friday, August 27, 2004.

Mike Duncan provided and distributed reports on the following:
California Transportation Commission (CTC) Transportation Funding Shortfall Local Streets and Roads Shortfall Program – Second Cycle TEA-21 Reauthorization (STA Board Approval 7/14/2004)

Sam Shelton provided additional funding opportunity information for the Caltrans Transportation Planning Grant, MTC “Sub-Applicant” Info.

V. CONSENT CALENDAR

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

Recommendation:

A. Minutes of the TAC Meeting of June 30, 2004

Recommendation: Approve minutes of June 30, 2004.

**B. STA Board Meeting Highlights –
July 14, 2004**

Informational

**C. STIA Board Meeting Highlights –
July 14, 2004**

Informational

- D. **STIA Special Meeting Highlights –
July 28, 2004**
Informational
- E. **Updated STA Meeting Schedule for 2004**
Informational
- F. **Funding Opportunities Summary**
Informational
- G. **SNCI FY 03/04 Annual Report**
Informational
- H. **Solano Paratransit Annual Report**
Informational
- I. **Dixon Community Based Transportation Plan**
Recommendation:
Recommend to the STA Board approval of the Community Based
Transportation Plan for the City of Dixon.

VI. ACTION ITEMS

- A. **Proposed Scope of Work and RFP for SR 12 Transit Corridor Study**
Dan Christians reviewed the preliminary Scope of Work to be conducted during FY 2004-05 for the SR 12 Transit Corridor Study. He noted that the major proposed tasks are as follows: stakeholders and transit operators input, proposed schedule and phasing plan, steering committee and public input, and implementation plan, cost estimates, and funding plan.

Recommendation:
Recommend to the STA Board to approve the following:
 1. Preliminary scope of work for the SR 12 Transit Corridor Study as specified in Attachment A.
 2. Authorize the Executive Director to distribute a Request for Proposals to conduct the State Route 12 Transit Corridor Study.
 On a motion by Robert Meleg, and a second by Janet Koster, the STA TAC approved the recommendation.
- B. **Swap of Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement Program (CMAQ) Funds**
Mike Duncan discussed MTC's proposed agreement for a revised distribution of ECMAQ funds for FY 2003-04 through FY 2006-07 with regional programming funding starting in FY 2005-06. The proposed agreement provides an equitable distribution of ECMAQ funds to regional programs maintains the \$1.2M per year previously identified for programming to local

eastern Solano agency projects, and funds the \$2M STP/CMAQ fund swap.

Recommendation:

Recommend to the STA Board to authorize the Executive Director to enter into an agreement with MTC for funding regional programs, local agency programs and a \$2M STP/CMAQ swap with ECMAQ funds as outlined in Attachment A.

On a motion by Janet Koster, and a second by Robert Meleg, the STA TAC approved the recommendation.

C. I-80/I-680/SR 12 Interchange Project – Contract Amendment #1 for MTCo/Nolte Joint Venture

Mike Duncan identified the increase work and the total contract amount between STA and the MTCo/Nolte team. Mike reviewed the additional costs of expanding the environmental studies on the I-80/I-680/SR 12 Interchange Project to cover the SR 12/Red Top Road Interchange and the extension of HOV lanes to the I-80/Air Base Parkway Interchange.

After discussion, Morrie Barr requested the SR 12/Red Top Interchange also be evaluated for SR 12 going over Red Top Road. The STA TAC agreed with his request. STA staff indicated the additional cost for including this in the contract can be covered within the contingency amount.

Recommendation:

Recommend to the STA Board to authorize the Executive Director to amend the consultant contract with the Mark Thomas/Nolte Associates Team to prepare the Project Approval/Environmental Documents for the I-80/I-680/SR 12 Interchange project for a total amount not to exceed \$7,600,000.

On a motion by Morrie Barr, and a second by Paul Wiese, the STA TAC approved the recommendation.

D. Regional Measure 2 (RM 2) Update and Revision

Mike Duncan reviewed the revisions to the proposed funding project schedule for the I-80/I-680/SR 12 Interchange and the Regional Express Bus North Pool category.

Recommendation:

Recommend to the STA Board to approve the Revised Solano County RM 2 Project Funding Proposal as specified in Attachment B.

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

E. TFCA 40% Program Manager Funds

Robert Guerrero reviewed the second call for TFCA projects for the remaining FY 2005-06 fund balance of \$119,355.74. He indicated that

applications were submitted by the City of Suisun for the Central County Bikeway Gap Closure Project and the County of Solano for electric charging stations.

An amendment to the recommendation was requested by Paul Wiese, Solano County and Ed Huestis, City of Vacaville, to approve funding for \$50,000 for electric charging stations as well as the City of Suisun's request for \$32,000 to fund the Central County Bikeway Gap Closure Project. After some discussion, STA staff supported this request with the suggestion to condition future allocations for TFCA funds for electric vehicle stations on an evaluation to determine the future viability of electric vehicles.

Recommendation:

Recommend the STA Board approve the City of Suisun City's request for \$32,000 to fund the Central County Bikeway Gap Closure Project.

On a motion by Paul Wiese, a second by Morrie Barr, the STA TAC approved the recommendation as amended, adding the Solano County request for \$50,000 for electric charging stations.

F. Countywide Transportation for Livable Communities (TLC) Program Guidelines

Robert Guerrero discussed several changes and clarifications to the draft guidelines requested by STA Pedestrian Advisory Committee (PAC) member Ms. Eva Laevastu.

After discussion, additional modifications were made to the draft guidelines. The modifications are as follows:

Page 4:

Modify maximum amount for T-PLUS planning funds to up to \$50,000 over a two-year period.

Page 7:

Bullet #11 should reference the TLC Plan as part of the Alternative Modes element of the Comprehensive Transportation Plan.

Recommendation:

Recommend the STA Board approve the Solano Countywide TLC Guidelines.

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

VII. INFORMATION ITEMS

A. Update of STA's Overall Work Plan – Draft Priority Projects for FY 2004/05 and FY 2005/06

Daryl Halls reviewed and provided an update to all of the priority projects contained in the STA Overall Work Plan. He noted the current list includes the previous 43-item list of STA Board adopted projects. He stated that

following the September 8th STA Board meeting, STA staff will prepare an updated list and will reagendaize the item for action by the Transit Consortium, STA TAC, and STA Board.

B. Funding the Comprehensive Transportation Plan (CTP)

Daryl Halls reviewed the high priority elements of the CTP and staff's intention to develop short term and long term funding strategies for priority projects identified in the CTP.

C. Solano/Napa Multi-Modal Travel Demand Model Status (Phase I)

Dan Christians provided an update to the Phase I of the highway traffic model. Dan noted that a demonstration of the final draft model will be presented by DKS consultants at the next STA TAC meeting in September.

D. Highway Projects Status Report:

- 1) I-80/I-680/SR 12 Interchange
- 2) North Connector
- 3) I-80/I-680/I-780 MIS/Corridor Study
- 4) I-80/I-680/I-780 Transit Corridor Study
- 5) Caltrans Auxiliary Lanes Project
- 6) Jepson Parkway
- 7) Highway 37
- 8) Highway 12 (Jameson Canyon and 12/29 Interchange)
- 9) Highway 12 (East)
- 10) I-80 Widening (Dixon to Vacaville)

Mike Duncan provided a status report on the following: 2) North Connector, 8) Highway 12 (Jameson Canyon and 12/29 Interchange), and 10) I-80 Widening (Dixon to Vacaville).

E. Legislative Update – August 2004

No discussion necessary.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:20 p.m.. The next regular meeting of the STA TAC is scheduled for **Wednesday, September 29, 2004 at 1:30 p.m.**



DATE: August 30, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Renewal of Contract for Accounting Assistance

Background:

The STA employs 14 full-time staff and retains several consultants to carry out the priorities of the STA Board and its member agencies. Under the direction of the STA Board, the STA has assertively and successfully pursued and obtained a number of new funding sources and grants. Between FY 1998/1999 to FY 2002/03, the STA has increased the number of funding sources and grants managed by the agency from eight to an estimated 25. This large increase in the number of revenue sources managed by staff has significantly increased the workload on a variety of administrative functions, particularly accounting. The accounting services provided by the City of Vacaville is limited to the general ledger and is utilized to account for and document expenditures, revenues and cash flow for the STA's various funds. In addition, STA staff must perform additional accounting activities required for the specific fund management of federal, state and regional funding sources. In addition to the STA's regular and independent annual audit, eight individual audits related to specific fund sources were successfully conducted in FY 2001/2002 and 2002/2003 by various regional, state and federal agencies such as Caltrans and BAAQMD.

Currently, a variety of STA staff collectively share the responsibility for fund management and accounting. As part of the completion of the STA Annual Audit for FY 2001/02, one of the primary management recommendations included the retaining of dedicated accounting staff to ensure adequate accounting services for the agency. In September 2002, the STA Board authorized staff to assess the STA's current fund management and accounting system. In order to address the STA's critical need for accounting assistance in the short-term without committing to hiring full-time staff, in April 2003 the STA Board authorized the Executive Director to retain consultant services to provide accounting assistance for an amount not to exceed \$10,000. The independent assessment study was completed in August/September 2003. At the request of the STA's Executive Committee, staff completed a management implementation for its finance and accounting functions. A critical recommendation contained in the implementation plan is the hiring of a full-time Program Manager/Analyst for Accounting and Finance.

The STA retained a part-time accounting assistant in April of 2004 to assist in the completion of the FY 2002/03 and FY 2003/04 audits and to provide accounting assistance to STA management staff and the City of Vacaville accounting staff until a full-time Program Manager/Analyst position could be funded and hired.

Discussion:

Helen Gross has served in the capacity of Accounting Assistant since April 2004 and she works on specialized accounting projects and tasks in the office an average of two days per week. In July 2004, the STA Board authorized the establishment of a Program Manager/Analyst position for Accounting and Finance. Staff has recommended this new position be funded as part of the proposal to swap STP/CMAQ funds to fund enhanced project development activities, the Rio Vista Bridge study and SR 113 MIS. If the STA Board approves the STP/CMAQ fund swap, staff will begin the recruitment for this position, which is estimated to take a minimum of four months. Concurrently, it is recommended that the current contract for Accounting Assistant Services be extended until December 31, 2004, for an amount not to exceed \$10,000. This will provide STA with the necessary accounting assistance in the short-term.

Fiscal Impact:

The fiscal impact for this consultant assistance is \$10,000. This will be expenditure was budgeted as part of the Administrative Services section of the FY 2004/05 budget.

Recommendation:

Authorize the Executive Director to extend the contract to provide accounting services for an amount not to exceed \$10,000 to December 31, 2004.

Attachment

A: Scope of Work for Accounting Services Consultant



JOB DESCRIPTION

JOB TITLE: ACCOUNTING ASSISTANT – CONTRACT POSITION
8–16 HOURS PER WEEK

DEPARTMENT: PROJECT DEVELOPMENT DEPARTMENT

REPORTS TO: DIRECTOR OF PROJECTS

ESSENTIAL FUNCTIONS AND RESPONSIBILITIES INCLUDE BUT ARE NOT LIMITED TO:

- Assist the Director of Projects with administering and monitoring revenues, grants and funds reimbursements.
- Prepare account receivables requests, grant and fund reimbursement requests, as directed.
- Prepare month end journal entries, including cost allocation and correcting journal entries.
- Assist Department Directors with Account Analysis.
- Assist Department Directors with reviewing monthly reports for accuracy, completeness and reasonableness.
- Assist Department Directors with reconciliation of accounts related to the areas worked including: reconciling offline accounting records and subsidiary ledgers.
- Prepare quarterly and monthly financial reports as directed.
- Prepares ad hoc reports, as directed.

PHYSICAL DEMANDS:

- Able to lift 20 pounds.

OTHER DUTIES AND RESPONSIBILITIES:

- Must have valid California Class C drivers license.
- Performs related duties as assigned.



DATE: August 27,2004
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: I-80/I-680/SR12 Interchange Project – Contract Amendment #1 for
MTCo/Nolte Joint Venture

Background:

On September 11, 2002, the STA Board authorized the Executive Director to enter into an agreement with the Mark Thomas/Nolte Associates Team (MTCo/Nolte) to prepare the Project Approval Reports and Environmental Documents (PA/ED) for the I-80/I-680/SR12 Interchange project at a cost of \$6,694,349. Additionally, the Executive Director was authorized to approve contract amendments up to a total contract amount of \$7,100,000 in order to cover contingencies for additional work that may occur during the preparation of environmental studies due to unforeseen conditions.

The I-80/I-680/SR 12 Interchange PA/ED is funded through the Traffic Congestion Relief Program (TCRP). On December 12, 2001, the California Transportation Commission (CTC) approved \$9,000,000 in Traffic Congestion Relief funds for the PA/ED phase of the I-80/680/SR12 Interchange project. The Cooperative Agreement between Caltrans and the STA authorizes Caltrans to reimburse STA up to \$8,100,000 (\$9,000,000 minus \$900,000 for Quality Assurance/oversight by Caltrans). In addition to consultant expenses for the PA/ED work and project management, the STA can also recover in-house staff and overhead costs directly associated with the project.

Discussion:

The project was initially intended to evaluate the I-80/I-680/SR 12 Interchange from Red Top Road to SR 12 East. The project also included the Cordelia Truck Scales Relocation Study. However, as work has proceeded on the engineering analysis for the Interchange, two additional project areas have been identified as critical components for effective traffic operations in this area of I-80. These two areas are extending a High Occupancy Vehicle (HOV) lane on I-80 from SR 12 East through the Interchange to Air Base Parkway and evaluating an interchange for Red Top Road/North Connector and SR 12 West (Jameson Canyon). Both of these projects extend the project limits for the I-80/I-680/SR12 Interchange project and significantly increases the environmental and engineering work necessary to complete the PA/ED phase.

In addition to the above changes, the costs for the Cordelia Truck Scales Relocation study increased due to the amount of time necessary to complete the study and the additional work provided by the consultants to reevaluate Options 1 and 3 to provide an acceptable design for truck scales within the I-80/I-680/SR12 Interchange.

The estimated additional costs for expanding the project and increased costs for the Cordelia Truck Scales Study are as follows:

HOV Lane Extension to Air Base Parkway	\$447,111
Red Top Road/SR 12 Interchange	213,122
Truck Scales Study cost increase	<u>54,475</u>
Total Contract Increase	\$714,708

Staff is of the opinion that these additional costs are fair and reasonable based upon the amount of additional work required. The proposed amendment will increase the total contract amount between STA and the MTCO/Nolte team to \$7,409,057. Additionally, a contingency reserve is warranted for this project due to unforeseen circumstances frequently encountered during environmental investigations of this magnitude. Staff recommends a contingency reserve of \$190,943, providing the Executive Director contracting authority up to \$7,600,000 (an increase of \$500,000). The TAC recommended adding an evaluation of an option for the Red Top Road interchange that would provide for SR 12 to go over Red Top Road. Since this option was not included in the cost estimates provided by MTCO/Nolte, a revised estimate will be requested. The evaluation of this additional option can be funded from the contingency and will not require additional action by the Board of Directors.

The I-80/I-680/SR12 Interchange project PA/ED phase is proceeding as scheduled. The project has been slightly delayed pending completion of the new Napa-Solano Travel Demand Model (see related agenda item). The project is currently running five percent over the original budget and STA has implemented procedures to bring the project back on budget.

On August 25, 2004, the STA TAC unanimously recommended approval of the contract amendment and the evaluation of the additional option for the Red Top Road interchange as a component of the contingency funding.

Fiscal Impact:

The contract amendment has no impact on the STA General Fund. The PA/ED phase of the I-80/I-680/SR12 Interchange project is fully funded with State funds through the Traffic Congestion Relief Program. The contract amendment and contingency reserve account for \$7.6 million of the \$8.1 million TCRP grant, leaving \$500,000 for project management and staff costs.

Recommendation:

Authorize the Executive Director to amend the consultant contract with the Mark Thomas/Nolte Associates Team to prepare the Project Approval/Environmental Documents for the I-80/I-680/SR 12 Interchange project by \$714,708 with a total amount not to exceed \$7,600,000.

Attachment

- A. MTCO/Nolte Proposal Letter



July 8, 2004

81-52008-B (.131)

Mr. William M. Duncan
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

**RE: I-80/680/12 INTERCHANGE PROJECT
ADDITIONAL STUDIES**

Dear Mr. Duncan:

The MTCO / Nolte Joint Venture is pleased to present the following proposal for additional studies on the I-80/I-680/SR-12 Interchange Project. At your request we have reviewed the additional scope and effort necessary to expand the study scope / limits to cover the SR 12 / Red Top Road Interchange and the extension of HOV lanes from the I-80 / West Texas Interchange east to the I-80 / Air Base Parkway Interchange.

SR 12 / Red Top Road Interchange

Project Description

The additional work to be added to the Interchange project is to include the development and analysis of an SR 12 / Red Top Road Interchange where the existing (and future North Connector) at-grade intersection is currently located – related environmental clearance work includes: the North Connector which will environmentally clear an at-grade intersection improvement project at the existing SR 12 (Jameson Canyon) / Red Top Road intersection; a westbound truck climbing lane project from WB I-80 to WB SR 12; and the widening of SR 12 (Jameson Canyon) to a four lane facility between SR 29 and I-80.

The proposed SR 12 / Red Top Road Interchange is anticipated to be a full, tight-diamond interchange, located approximately 550 meters west of the SR 12 (W) / I-80 Separation structure. It is assumed that the initial interchange design will include a Red Top Road / North Connector Overcrossing structure, which will require a Red Top Road Overhead bridge over the Western Pacific Railroad (WPRR) right of way. Due to the proximity to the SR 12 / I-80 junction and associated local access ramps it is assumed that the eastbound on ramp will require braiding, resulting in two additional bridge structures and possible replacement of the SR 12/ I-80 Separation. The Red Top Road Interchange will conform to the existing SR 12 facility which is assumed to be a four lane facility with a westbound truck lane (five lanes total).

Initially, two profile variations will be reviewed including Red Top Road crossing over SR 12 (SR 12 to remain at grade) or SR 12 crossing over Red Top Road / North Connector (SR 12 elevated). Only one variation will be included in the environmental document.

The environmental impacts of this interchange will be addressed as part of the ultimate project only (Cumulative Analysis) and not part of the initial fundable project approved by the Record of Decision (ROD).

Assumptions

- SR 12 / Jameson Canyon Project (Caltrans) will complete environmental technical studies (including hydrology of Jameson Canyon Creek) and provide for inclusion in the interchange project – JV to review and incorporate into Interchange document.
- No Phase II Environmental Site Investigation studies will be conducted as a part of this effort.
- Caltrans will provide SR 12 mapping and preliminary geometrics for incorporation into Interchange limits.

Proposed Scope of Work

- Prepare Technical Memo developing conceptual geometrics / profiles for Red Top Road crossing over and under SR 12. Memo will discuss required design exceptions, construction impacts, costs, impact with WPRR, Fairfield's Red Top Road Park-n-Ride lot, SR 12 WB truck climbing lane, right of way and utility impacts and potential environmental impacts. Memo will recommend one alternative to be carried in the environmental document.
- Refine recommended alternative geometrics, including profiles and superelevation diagrams for SR 12 mainline, Red Top / North Connector, all ramps, connection to Fairfield's future Park-n-Ride lot, pavement delineation, and identify potential staging scenario.
- Additional Design Exception Fact Sheet documentation (interchange spacing, possibly partial interchange, various slope and superelevation transitions, ramp metering, etc.).
- Prepare Advance Planning Studies for up to four structures including the Red Top Road OC (over SR 12), the Red Top Road OH (over the WPRR), and an eastbound braided ramp between Red Top Road and SR 12 to the EB C-D roadway.
- Additional Preliminary Geotechnical Report effort for the research and data collection and discussions from a geotechnical standpoint to cover the increased project limits and number of additional structures to be reviewed.
- Additional discussion within Project Report, including Geometric Approval Drawing (layouts and profile/superelevation drawings of mainline SR 12, Red Top Road and all ramps), utility mapping and cost estimates.
- Additional Phase I Initial Site Assessment for the project extension and additional Phase II Site Investigation effort will be required for the unpaved portions of SR 12 that will be affected by the proposed interchange work.
- No additional work is anticipated for environmental, traffic forecasting / operations and public involvement tasks.

The estimated additional budget necessary to add this effort to the Interchange project is **\$213,122** (see attached budget breakdown).

HOV Lane Extension to Air Base Parkway

Project Description

The additional effort to be added to the Interchange project would extend the HOV lane component from the I-80/Abernathy Road Interchange east 5 km (3 miles) to the I-80 / Air Base Parkway Interchange. The HOV lanes will be constructed within the existing I-80 median, with no outside widening anticipated. Four bridges including Ledgewood Creek (right and left) and W. Texas UC (right and left) will require inside widening to accommodate the HOV lanes, possibly with bridge closure pours. Design exceptions (for shoulder and lane widths) are anticipated to be required to allow the HOV lanes to be constructed without any outside widening.

Assumptions

- HOV lane is a likely candidate to be the first phase of the Interchange project.
- All widening will be to the inside (no interchange reconstruction and outside shoulder will remain as is).
- No HOV enforcement areas within the median for interim project.
- Additional planimetric mapping will be obtained for this project; Caltrans has digital aerial photos for the corridor, if the STA will enter into a licensing agreement with Caltrans.
- No ramp metering geometric improvements are to be included.

Proposed Scope of Work

- Prepare Technical Memo developing conceptual geometry and profiles for the HOV lane extension project. Memo will discuss required design exceptions, compatibility of inside widening of the W. Texas Undercrossing structures (due to grade differences) construction impacts and estimate of costs.
- Additional Design Exception Fact Sheet documentation (interchange spacing, possibly partial interchange, lanes and shoulder widths, various slope and superelevation transitions, ramp metering, etc.).
- Prepare Advance Planning Studies for up to four structures including the Ledgewood Creek and W. Texas Undercrossing (each of which have separate eastbound and westbound structures).
- Additional discussion within Project Report, including Geometric Approval Drawing (layouts and profile/superelevation drawings of mainline I-80), utility mapping and cost estimating.
- Prepare an HOV Report which will document the estimated time savings to the motoring public.
- Additional Preliminary Geotechnical Report effort for the research and data collection and discussions from a geotechnical standpoint to cover the increased project limits and number of additional structures to be reviewed.
- Additional Phase I Initial Site Assessment for the project extension and additional Phase II Site Investigation effort will be required for the unpaved portions of the median.

Traffic Forecasts and Operational Effort

- New or additional traffic counts are proposed at 36 locations including on mainline I-80, ramps and adjacent local intersections. "Check" counts will be obtained to confirm / modify counts to confirm consistency with the November 2002 data prepared by Fehr & Peers Associates.
- Prepare and distribute a revised Technical Memorandum: Existing Traffic Operating Conditions, which includes the above counts.
- Update the network to incorporate the project extension to Air Base Parkway.
- Develop future peak period demand volumes and VISSIM traffic operations models for the interim analysis and design years for up to three build alternatives and the No-Build alternative.
- Analyze operations of the additional segments and include appropriate documentation in the Traffic Impact Report and Traffic Impact chapter of the DEIS/R and provide additional analysis and support as required for the Traffic Operations Report as an attachment to the Project Report.

Environmental Technical Studies

Biological Resources

- Additional surveys will be conducted to assess habitat and presence of special status species.
- Additional wetlands delineations will be completed--assume that one (1) wetland will be delineated.

Cultural Resources

Archaeological Tasks:

- Conduct additional survey of the extended project area;
- Perform additional records search of information and reports;
- Revise APE map; and
- Assumes no additional resource identification or evaluation needed.

Architectural Tasks:

- Additional APE map work;
- Additional survey; and
- Additional evaluation and associated historic research of approximately 22 historic structures in the new project area

Noise

- Conduct additional analysis of noise impacts at approximately 5 sensitive receptor locations.

Air Quality

- Conduct additional analysis of air quality impacts at approximately 5 sensitive receptor locations.

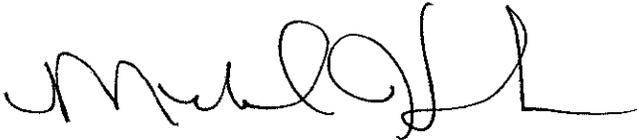
The estimated additional budget necessary to add this effort to the Interchange project is **\$447,111** (see attached budget breakdown).

The total estimated additional budget necessary to add the SR 12 / Red Top Road Interchange and the HOV lane extension to Air Base Parkway is \$660,233.

Please call if you need any additional information to evaluate our request. We would welcome an opportunity to further discuss our request.

Sincerely,

MARK THOMAS & COMPANY, INC.



Michael J. Lohman, PE
Vice President

c: Dale Dennis, PDMG
Trudy Presser, Nolte Associates



DATE: August 27, 2004
TO: STA Board
FROM: Kim Cassidy, Administrative Services Director
RE: Approval of FY 2004-05 STA Benefits Summary

Discussion:

The STA Board approves all benefits for which employees are eligible. These benefits remain in effect until amended by Board action. The STA Personnel Policies and Procedures Benefits Summary shows the current benefits for all full time employees and is approved annually by the STA Board at its sole discretion.

Attached is the revised summary for FY 2004-05 for review and approval.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to sign the fiscal year 2004-05 STA Personnel Policies and Procedures Benefits Summary effective September 8, 2004.

Attachment

A. Solano Transportation Authority Personnel Policies and Procedures Benefits Summary.
(Under Separate Cover)



DATE: August 27, 2004
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Dixon Community Based Transportation Plan

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 implement the recommendations of the Lifeline Transportation Network Report included in the 2001 Regional Transportation Plan (RTP) and MTC's Environmental Justice report. Those reports identified transit needs in economically disadvantaged communities throughout the Bay Area. Three communities in Solano were identified as part of this report: Dixon, the unincorporated community of Cordelia, and Vallejo. Throughout the Bay Area, five counties were selected as part of the pilot study. Dixon is one of these pilot study locations. MTC provided STA with funding for these studies.

A consultant, the IBI Group, was selected by the STA Board 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 the participants 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:

The Dixon CBTP 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. STA Vice-Chair Mary Ann Courville helped organize this and other meetings.

This meeting was followed by two surveys which were developed with input from the stakeholders. The two surveys consisted of a telephone survey of employers and client surveys administered through the non-employer stakeholders. The surveys began in January 2004 and were conducted through early March 2004. 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. Based on the stakeholders' input, a draft final report has been prepared.

The draft Dixon CBTP final report was circulated to the stakeholder group for review. In general, feedback was quite positive. The draft final report was presented for review and recommended for approval by the Consortium and TAC. 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 (LIFT) funds. A Call for LIFT projects was issued by MTC on August 10 and proposals are due September 24. STA staff is working with City of Dixon staff to prepare LIFT proposals to advance several strategies identified in the study. One LIFT grant proposal will be to request funding for a volunteer ride service for senior's out-of-town medical trips and the chronically ill of all ages in Dixon and the surrounding area. The second LIFT grant proposal will be to request funding for a specialized subsidized taxi service for low-income individuals in Dixon and the surrounding area.

One of the proposed strategies is to improve mobility through collaboration by facilitating on-going communication among the stakeholders. Toward this end, STA and City of Dixon staff have set-up the first follow-up meeting (September 7) with the stakeholders to discuss the proposed LIFT grant proposals and other upcoming efforts.

Fiscal Impact:

The STA received a grant from MTC to complete this study. With the completion of this study, the projects identified by the study are eligible for MTC's LIFT funding.

Recommendations:

Approve the following:

1. The enclosed Community Based Transportation Plan for the City of Dixon.
2. Authorize the STA Chair to sign a letter of support for each of the following two LIFT grant applications:
 - A. Volunteer Ride Program for Medical Trips.
 - B. Subsidized Taxi Service.

Attachment:

- A. Community Based Transportation Plan for Dixon – Draft Report (Under Separate Cover)



DATE: August 30, 2004
TO: STA Board
FROM: Anna McLaughlin, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) FY 2003-04 Annual Report

Background:

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

The STA Board approved the FY03/04 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2003 (see Attachment B). The Work Program included eleven major elements:

Customer Service	BikeLinks Maps
Employer Program	General Marketing
Vanpool Program	Rio Vista LIFT SolanoWORKS
Incentives	CalWORKS Support
Rideshare Thursdays Campaign	Specialized City Services
CA Bike to Work Campaign	

With the completion of the fiscal year, SNCI has prepared an annual report which is presented in Attachment A.

Discussion:

The SNCI program has had an active and productive year. Following are highlights of selected accomplishments from the SNCI 2003 – 2004 Annual Report.

SNCI continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Staff responded to over 4,000 information calls, processed nearly 1,500 matchlists and attended over 60 events in Solano and Napa counties. These events included health fairs, business expos, job fairs, farmers markets, and community events. Thirty-six new display racks were established, increasing the total to 95 display racks containing ridesharing and current transit information. Over 45,000 pieces of public transit literature was distributed, which includes transit information for Vallejo Transit, Baylink Ferry, Benicia Transit, Fairfield-Suisun Transit,

Vacaville City Coach, Dixon Redit Ride, and Rio Vista Transit. Staff also coordinated with the Bicycle Advisory Committee to update and reprint the Solano Yolo BikeLinks Map.

The vanpool program continued to provide quality customer service and support to new and existing vanpools. Sixteen new vans traveling through, to, or from Napa and Solano counties were formed last year. Staff also performed 565 vanpool assists, which include processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, and other assistance as needed.

The incentive program includes vanpool start-ups, vanpool back-up drivers, and bicycles for commuters. Eighteen individuals received the start-up incentive and forty individuals received the back-up driver incentive during the past year for a total of \$9,623 distributed. Additionally, five individuals were eligible for and received the bicycle incentive for a total of \$493 awarded.

Much progress has been made in the past year with SNCI's employer program. In addition to increasing the size of the database to over 500 employers, staff has provided presentations and attended events at employer sites to increase awareness of SNCI services. Staff continues to work with Chambers of Commerce and other business-oriented organizations to perform outreach to employers in Solano and Napa counties.

There were two Regional Rideshare Campaigns coordinated locally by SNCI during FY03/04. Rideshare Thursdays is an ongoing campaign to encourage drive alone commuters to try an alternative commute mode at least one day a week on an ongoing basis. California Bike to Work Week is designed to encourage drive alone commuters to try bicycling to work. These campaigns involved an employer element with campaign packets being distributed to employers in Solano and Napa counties and print and radio advertising to increase public awareness.

Recommendation:

Receive and file.

Attachment:

- A. Solano Napa Commuter Information 2003-2004 Annual Report (under separate cover).



DATE: August 11, 2004
TO: STA TAC
FROM: Jennifer Tongson, Project Assistant
RE: Solano Paratransit Annual Report - Fiscal Year 2003-04

Background:

The Solano Transportation Authority is responsible for managing the Solano Paratransit service, which is administered through a contract with Fairfield-Suisun Transit (FST). The Solano Paratransit service consists of a 7-vehicle fleet that provides intercity door-to-door transit service Monday through Saturday to the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and portions of unincorporated Solano County for residents who qualify for paratransit service as defined by the Americans with Disabilities Act (ADA). Residents who are ADA-eligible are generally unable, due to a physical or mental disability (including mobility or cognitive impairments) to independently use public fixed-route transportation (bus, light rail, train, BART, etc.). Solano County is required by the ADA to provide the Solano Paratransit service to ensure that ADA-eligible residents have full and equal access to public transportation. The Solano Paratransit service is primarily funded with TDA Article 8 funds from the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano.

Discussion:

The Solano Paratransit Monthly Data and Performance Report (Attachment A) is prepared from monthly reports provided by Fairfield-Suisun Transit. The report shows that the total ridership for FY 2003-04 was 10,384 one-way trips, which is a decrease from FY 2002-03 by 1,017 trips. Typically in June and July, the ridership demand decreases because the Solano Community College (SCC), a frequent destination for Solano Paratransit riders, breaks for summer. The Solano Paratransit dispatch center attributes the decline in ridership to clients moving out of the county, or moving in with family members or to assisted care facilities, or to clients passing away. Overall, the estimated fare box recovery ratio is 6.0% for FY 2003-04, which is 0.8% less than FY 2002-03.

The Monthly Data and Performance Reports also show a steady increase in "denials" since FY 2000-01. Denials are generally defined as trips that cannot be scheduled at the requested time or day due to conflicting, previously scheduled trips. The Solano Paratransit is a demand response service that consists of a 7-vehicle fleet. The service experiences daily peak-periods, where the demands for rides are high and the requested destinations can be dispersed throughout the county. Given the large area of service and the small number of vehicles, even with the dispatch center's best efforts to schedule all rides, it can be difficult to accommodate every request. In FY 2003-04, the denials rose up to 337, which averages approximately 28 denials per month.

Recommendation:

Receive and file.

Attachments:

A. Solano Paratransit Monthly Data and Performance Reports, FY 2002-03 to FY 2003-04.

**Solano Paratransit, FY 2003-2004
Monthly Data and Performance Report**

Month	Total Monthly Passengers							Wheel Chair Lifts	% of Total	Revenue Vehicle Service Hours	Passengers/Revenue Vehicle Hour	Denials
	Dix	FF	Rio	Sui City	Vaca	Coun						
Jul	676	21	380	4	55	200	16	217	32.1%	590	1.15	16
Aug	813	20	510	0	64	205	14	265	32.6%	637	1.28	32
Sep	962	26	498	0	66	353	19	324	33.7%	711	1.35	29
Oct	970	26	580	4	61	283	16	309	31.9%	970	1.00	18
Nov	782	38	455	1	42	242	4	286	36.6%	613	1.28	37
Dec	712	14	450	0	39	202	7	282	39.6%	619	1.15	32
Jan	850	13	465	0	76	289	7	304	35.8%	612	1.39	21
Feb	900	20	482	3	92	294	9	321	35.7%	619	1.45	22
Mar	1110	30	598	4	96	369	13	379	34.1%	741	1.50	45
Apr	1026	52	555	4	94	310	11	345	33.6%	682	1.51	33
May	865	19	456	0	84	306	0	332	38.4%	590	1.47	26
Jun	718	28	416	7	63	196	8	258	35.9%	594	1.21	26
TOTAL	10384	307	5845	27	832	3249	124	3622	34.9%	7976	1.31	337
YTD AVG	865	26	487	2	69	271	10	302	34.9%	665	1.31	28
ANNUALIZED	10384	307	5845	27	832	3249	124	3622	34.9%	7976	1.31	337

Total Monthly Expense	Est Passenger		Net Subsidy	Est Farebox Recovery Ratio
	Fares			
\$28,208	\$1,466		\$26,742	5.2%
\$30,476	\$1,790		\$28,687	5.9%
\$33,984	\$2,191		\$31,793	6.4%
\$46,385	\$2,248		\$44,137	4.8%
\$29,307	\$1,704		\$27,604	5.8%
\$29,611	\$1,562		\$28,049	5.3%
\$29,255	\$1,838		\$27,418	6.3%
\$29,611	\$1,913		\$27,698	6.5%
\$35,422	\$2,236		\$33,187	6.3%
\$32,605	\$2,144		\$30,462	6.6%
\$28,211	\$1,830		\$26,382	6.5%
\$28,402	\$1,664		\$26,738	5.9%
\$381,479	\$22,583		\$358,897	6.0%
\$31,790	\$1,882		\$29,908	6.0%
\$381,479	\$22,583		\$358,897	6.0%

**Solano Paratransit, FY 2002-2003
Monthly Data and Performance Report**

Month	Total Monthly Passengers							Wheel Chair Lifts	% of Total	Revenue Vehicle Service Hours	Passengers/Revenue Vehicle Hour	Denials
	Dix	FF	Rio	Sui City	Vaca	Coun						
Jul	908	53	422	26	78	291	38	311	34.3%	590	1.54	10
Aug	873	27	404	23	120	276	23	294	33.7%	622	1.40	19
Sep	1047	48	557	4	133	286	19	406	38.8%	615	1.70	23
Oct	1190	37	611	1	171	350	20	451	37.9%	724	1.64	25
Nov	1001	48	513	0	111	317	12	363	36.3%	603	1.66	20
Dec	783	39	395	1	59	275	14	281	35.9%	576	1.36	16
Jan	888	33	418	1	54	368	14	259	29.2%	641	1.38	11
Feb	1006	29	457	1	85	427	7	313	31.1%	623	1.61	20
Mar	1054	49	511	0	62	417	15	332	31.5%	665	1.58	22
Apr	1032	44	476	1	64	427	20	293	28.4%	675	1.53	17
May	942	28	457	2	59	390	6	286	30.4%	620	1.52	15
Jun	677	18	365	2	71	219	2	213	31.5%	592	1.14	11
TOTAL	11401	453	5586	62	1067	4043	190	3802	33.3%	7545	1.51	209
YTD AVG	950	38	466	5	89	337	16	317	33.3%	629	1.51	17
ANNUALIZED	11401	453	5586	62	1067	4043	190	3802	33.3%	7545	1.51	209

Total Monthly Expense	Est Passenger		Net Subsidy	Est Farebox Recovery Ratio
	Fares			
\$28,220	\$2,106		\$26,114	7.5%
\$29,751	\$2,002		\$27,749	6.7%
\$29,417	\$2,188		\$27,229	7.4%
\$34,610	\$2,521		\$32,088	7.3%
\$28,820	\$2,162		\$26,658	7.5%
\$27,539	\$1,606		\$25,933	5.8%
\$30,681	\$1,924		\$28,758	6.3%
\$29,801	\$2,082		\$27,719	7.0%
\$31,821	\$2,224		\$29,598	7.0%
\$32,283	\$2,241		\$30,042	6.9%
\$29,657	\$1,996		\$27,661	6.7%
\$28,301	\$1,470		\$26,831	5.2%
\$360,900	\$24,520		\$336,380	6.8%
\$30,075	\$2,043		\$28,032	6.8%
\$360,900	\$24,520		\$336,380	6.8%



DATE: August 30, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: TFCA 40% Program Manager Funds

Background:

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

Discussion:

The STA Board initiated a second call for TFCA projects for the remaining FY 2004-05 fund balance of \$119,355.74. In response, applications were submitted by the City of Suisun for the Central County Bikeway Gap Closure Project and the County of Solano for electric charging stations.

Suisun City's bicycle gap closure project will complete a connection from Marina Boulevard to the Amtrak Train Station. The total project cost is estimated to be \$950,000, of which the city is requesting \$32,000 in TFCA Program Manager funds. Additional funding sources committed and pending include TDA Article 3, BTA funds, and TFCA Regional Funds. This bicycle project is a priority of the Countywide Bicycle Plan and supported by the Bicycle Advisory Committee.

Solano County requested a total of \$50,000 to install one small paddle inductive and one small paddle conductive electric vehicle public charging station for each of the five levels of the new parking structure located near the new County Office Building in Downtown Fairfield. The parking structure is currently nearing completion and was designed to accommodate electric vehicle charging stations. The County presently operates two neighborhood electric vehicles and

has budgeted the purchase of two more vehicles later this year. Electric charging station projects are eligible for TFCA funds.

The TAC supported both projects unanimously. However, as part of the support for the electric vehicle public charging stations project, STA staff and the TAC discussed researching the current status of alternative fuel technologies before supporting future TFCA funds for electric vehicle infrastructure. Upon approval by the STA Board, the recommended projects will be submitted in a second application from the remaining fund balance to the BAAQMD for formal approval.

Fiscal Impact:

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

Recommendation:

Approve the following:

1. \$32,000 for City of Suisun City's Central County Bikeway Gap Closure Project in TFCA 40% Program Manager Funds for FY 2004-05.
2. \$50,000 for County of Solano's public charging stations in TFCA 40% Program Manager Funds for FY 2004-05.
3. Adopt Resolution 2004-08 authorizing a second application submittal to the BAAQMD for \$32,000 for Suisun City's Central County Bikeway Gap Closure Project and \$50,000 for County of Solano's public charging stations project.

Attachment:

- A. STA Board TFCA 40 % Program Manager Resolution
- B. Suisun City Central Bikeway Gap Closure Project Application
- C. County of Solano Public Charging Stations Application

SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2004-2008

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

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

WHEREAS, the estimated remaining balance of the TFCA 40% Program Manager Funds allocation for FY 2004-05 is \$119,355.74; and

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

WHEREAS, applications for the remaining fund balance for FY 2004-05 Solano TFCA 40% Program Manager funds have been submitted by the County of Solano to install five electric vehicle public charging stations and the City of Suisun to construct the last segment of the Central County Bikeway Project; and

WHEREAS, on August 25, 2004 the STA Technical Advisory Committee reviewed and recommended the proposed projects; and

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

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors hereby authorizes the Executive Director to submit a second application for FY 2004-05 Solano TFCA 40% Program Manager funds to the BAAQMD for Solano County's electric vehicle public charging stations (\$50,000) and the City of Suisun City's Central County Bikeway Gap Closure Project (\$32,000).

Karin MacMillan, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this day of September 8, 2004.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of September 2004 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attested:

Kim Cassidy, Clerk of the Board



TRANSPORTATION
FUND FOR
CLEAN AIR

Solano TFCA Application for 2004-05

Page 2

Project Sponsor: City of Suisun City

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

Phone No: (707) 421-7340

Project Manager: Gerald "Gary" B. Cullen, Jr.

E-Mail Address: gcullen@suisun.com

Project Title: Central County Bikeway Gap Closure

Description of Proposed Project:

This proposed segregated Class I bikeway segment is an extension of the existing Central County Bikeway, and it is to fill the final gap (Phase Four) in the Central County Bikeway from the existing bikeway westerly terminus at Marina Boulevard to the City's multi-modal terminal/Amtrak station.

The City has a high demand to complete this essential last phase of the project to complete the multi-phase Central County Bikeway project. Last year, Phase One of the Central County Bikeway segment from Marina Boulevard to Walters Road was constructed, and soon after Phase Two of the Bikeway along Walters Road from Highway 12 to Bella Vista Drive was completed. Construction work on Phase Three of the Bikeway along Walters Road from Bella Vista Drive to the north City limit has started (in April 2004) and will be completed by September 2004.

This project will provide a segregated, 10-foot wide paved multi-use recreational trail (Class I) between Marina Boulevard and the Amtrak Train Station/City Multi-Modal Terminal along the north side of Highway 12. It entails the construction/installation of fencing, curbs/gutters, pavements, storm drain facilities, striping and signs. Also, this project will include ADA improvements where they do not currently exist, but needed for the project.

Amount of TFCA Funds Requested: \$32,000

All projects will be scored in the following categories (see attached guidelines for further information). Please provide a narrative describing each of the following benefits of your project :

I. *Project Effectiveness*

(Refer to attached Program Manager Guidelines for required information in each category- Ridesharing, Shuttle Buses/Feeder Buses, Clean Air Transit and School Vehicles, Bicycle Projects, Arterial Management Projects, Rail-Bus Integration and Transit Information Systems, Clean Air Vehicle Demonstrations, Clean Air Vehicles Infrastructure Projects, and Smart Growth)

Because this Bikeway connects to the Amtrak Train Station and City Multi-Model Terminal, the Bikeway is estimated to attract an additional 150 bicyclists per day, or 300 trips per day. This translates into a reduction of 285 single occupant vehicle trips in the corridor. This estimate is based on the 1990 U.S. Census Journey-to-Work data, which shows that about 1% of commute trips in Solano County are made by bicycle. According to the U.S. Department of Transportation's National Bicycling Study (1996), the completion of new bicycle facilities in a corridor or community is projected to double the current commute mode – in this case from 1% to 2%. Based on 35,000 vehicles per day on the Highway 12 corridor, the reduction of more than 300 single occupant vehicle trips is calculated. The Air District limits the theoretical vehicle trip reductions to 240 trips per day.

The completed Central County Bikeway, from Phase One through Phase 4, is projected to have a life span of at least 20 years, based on standard construction and maintenance standards.

This gap closure project, Phase Four of the Central County Bikeway, is 0.67 miles in length and the entire Central County Bikeway will be over 4 miles in length. Again State Route 12 is estimated to carry an average of 35,000 vehicles per day. The one-way trip length of eliminated trips is estimated at 5 miles, based on distances in the corridor, but are revised to 3.0 miles based on Air District guidelines. Based on 240 days per year, the total annual reductions are 57,600 trips or 1,152,000 trips over the life span (20 years) of the facility.

II. *Regional or Corridor Benefit*

Describe benefits the project would have regionally and/or to a specific transit or highway corridor.

This project will provide a direct route for the pedestrians and bicyclists to the City's Multi-Modal Terminal/Amtrak Station. The Multi-Modal Terminal provides Local and Regional connections as well as a Greyhound Station for longer trips. This terminal is a part of the Amtrak Station, with commute connection to Sacramento and the Bay Area. This project also establishes needed links to concentrated residential developments and

the economically disadvantaged areas in the community. It will connect neighborhoods to the schools, employment centers, shopping areas, as well as recreational destinations. This project will facilitate connections to recreational destinations such as the Peytonia Slough Ecological Reserve, the Hill Slough Wildlife Area, and the Grizzly Island Wildlife Area, as well as the Travis Air Force Base, Downtown Suisun, employment centers, schools, the marina, and the City public parks (a total of seven).

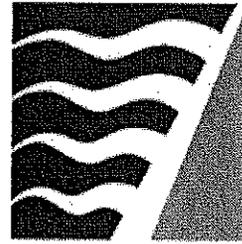
This project enables residents in the region to gain a direct and safe Pedestrian/Bicycle route to the multi-modal terminal, recreational facilities and the Downtown Plaza, among other destinations. The Downtown Plaza has been established as a focus of community activities which include, but not limited to, car shows, weekend musical performances, summer jazz festivals, antique fairs, the Harbor Day festival, and the popular July 4th fireworks show which attracts more than 20,000 spectators. The project will provide full public access to the marina, which has over 5,000 feet of newly constructed waterfront promenade. Also, located along this promenade are popular fishing holes.

III. Matching Funds

Describe sources and amounts secured. A substantial amount of local funds helps the project qualify for a higher amount of TFCA funds.

Funding Source	Amount of Funds	Status (Secured, Approval Pending, etc.)
TFCA County-Wide	\$ 32,000	Requested
TDA Article 3	\$ 111,000	Secured
TFCA Regional Funds	\$ 130,000	Approval Pending (Approval October 2004)
BTA Program	\$ 593,000	Approval Pending (Approval Mid-August 2004)
Land & Water Conservation Fund	\$ 84,000	Approval Pending (Approval November 2004)
Total Funds	\$950,000	

AIR QUALITY



TRANSPORTATION
FUND FOR
CLEAN AIR



Solano TFCA Application for 2004-05

Page 2

Project Sponsor: Solano County Fleet Operations Division

Address: 447 West Texas Street, Fairfield, CA 94533

Phone No: (707) 421-7281

Project Manager: Dave Bastian

Paul L. Ofe, Asst. General Services Director

E-Mail Address: dbastian@solanocounty.com

Project Title: Solano County Government Center Parking Structure
Electric Vehicle Public Charging Stations

Description of Proposed Project:

Installation of one small-paddle inductive and one conductive (with 110V receptacle on pedestal) electric vehicle public charging station on each floor of the five-story Solano County Government Center Parking Structure located at 501 Union Avenue, Fairfield.

Amount of TFCA Funds Requested:

\$50,000 (\$10,000 per location)

Total Project Cost/Budget:

\$100,000 (\$20,000 per location)

If TFCA grant is not approved (or not approved in its entirety), what would be the effects on existing or planned services?

The County of Solano would need to seek another source of funding in order to complete the installation of the electric vehicle public charging stations.

Type of Eligibility Per Attached Guidelines:

Clean Air Vehicles Infrastructure Project

Timeframe for Project Activities and Spending of All TFCA Funds Requested for FY 2004-

05: Fall 2004/Winter 2005

All projects will be scored in the following categories (see attached guidelines for further information). Please provide a narrative describing each of the following benefits of your project :

I. Project Effectiveness

(Refer to attached Program Manager Guidelines for required information in each category- Ridesharing, Shuttle Buses/Feeder Buses, Clean Air Transit and School Vehicles, Bicycle Projects, Arterial Management Projects, Rail-Bus Integration and Transit Information Systems, Clean Air Vehicle Demonstrations, Clean Air Vehicles Infrastructure Projects, and Smart Growth)

Not Applicable

II. Regional or Corridor Benefit

Describe benefits the project would have regionally and/or to a specific transit or highway corridor.

The County of Solano is installing electric vehicle public charging station infrastructure in an effort to provide an opportunity for commuters along the I-80 corridor to drive zero-emission electric vehicles when they may have otherwise been restricted due to the range of existing electric vehicles. With zero-emissions, this obviously provides for a cleaner environment. The location of this project will also serve electric vehicle owners who need to report for jury duty, or have other business to conduct, at one of the many Solano County offices across the street from the parking facility. With its close proximity to the downtown area of Fairfield, it will also serve those electric vehicle owners who desire to visit the downtown area, or simply to have a meal downtown. The location of the parking structure is only 1.5 miles from I-80.

The County of Solano is promoting the use of zero-emission vehicles as a healthy alternative to driving conventional vehicles with combustion engines, and is one that benefits our environment. The City of Fairfield where this Solano County project is located is strategically located between the San Francisco Bay Area and the Greater Sacramento Area along the I-80 corridor. This location can provide a vital link between the two metropolitan areas, enabling these electric vehicle owners opportunity charging when traveling through Fairfield, conducting business with Solano County, or simply visiting the downtown area of Fairfield.

III. Matching Funds

Describe sources and amounts secured. A substantial amount of local funds helps the project qualify for a higher amount of TFCA funds.

The Solano County Government Center Parking Structure located at 501 Union Avenue in the City of Fairfield has been designed to include electric vehicle public charging infrastructure on each floor of the five-story parking structure as approved by the Solano

County board of Supervisors. The parking structure is currently under construction and is expected to be completed in October with the parking facility fully operational by November 15, 2004. With the project being constructed as designed in order to facilitate electric vehicle public charging infrastructure, the largest cost component of the installation of the charging stations is already being taken care of by providing the conduit for the power to be available at each of the designated locations within the parking facility. This equates to a value of at least \$10,000 per location within the parking facility.

With the electrical infrastructure to be in place at the Solano County Government Center Parking Structure that will power the electric vehicle public charging stations, the requested funding will essentially cover the cost of the charging stations and the materials and labor to install the charging stations.



DATE: August 27, 2004
 TO: STA Board of Directors
 FROM: Mike Duncan, Director for Projects
 RE: Jepson Parkway Budget Revision for FY 2003-04 and FY 2004-05

Background:

In May 2003, the STA Board of Directors authorized a funding “swap” for the Walters Road Widening segment of the Jepson Parkway due to the uncertainty of the availability of State Transportation Improvement Program (STIP) funds. STIP funds programmed for this segment of the Jepson Parkway were replaced by federal funds identified for other segments of the project. The replacement of STIP funds with Federal Demonstration funds allowed this project to move to construction. The project is currently under construction with an estimated completion of October 2004.

The STIP funds identified for the Walters Road Widening project were moved to the I-80/Leisure Town Road Interchange project. Subsequently, the STIP funds for this project were subsequently “replaced” with regional Surface Transportation Program (STP). The construction contract for the I-80/Leisure Town Road Interchange project was awarded by the City of Vacaville in July and this project will be under construction soon.

Discussion:

The funding swap authorized by the Board in May 2003 provided the following level of funding for the Walters Road Widening project in Suisun City:

PROJECT	Federal \$2.35M Funds Available (\$1,878,750)	Federal \$12.1M Funds Available (\$3,841,750)	FY 03-04 STIP Funds Available (\$4,650,000)	Total for Project
Walters Rd	\$1,878,850	\$2,373,250	\$0	\$4,252,000

The Solano Transportation Authority (STA) is identified in the Transportation Equity Act for the 21st Century (TEA-21) as the project sponsor for each of the two Federal Demonstration earmarks for the Jepson Parkway. In January 2004, STA requested Caltrans to authorize Suisun City to directly bill for expenses on the Walters Road Widening project and to receive direct reimbursements. Caltrans did not act on this request prior to expenses being incurred; therefore, STA processed the invoices for Suisun City to Caltrans and forwarded reimbursements from Caltrans to the City. Since this “pass-through” of invoices and reimbursements was not anticipated, neither the FY 2003-04 mid-year revisions nor the FY 2004-05 budgets reflected these actions.

In order to reflect the actual budgets for FY 2003-04 and FY 2004-05 for the Jepson Parkway, the following additions to the budget need to be made:

	<u>Revenues</u>	<u>Expenses</u>
FY 2003-04	+\$1,500,000	+\$1,500,000
FY 2004-05	+\$2,752,000	+\$2,752,000

Fiscal Impact:

The budget adjustment has no impact on the STA General Operations Budget. All invoices from the City of Suisun City and reimbursements from the State are strictly "pass-through". The STA does not retain nor use any of the funds authorized for the Walters Road Widening project.

Recommendations:

Authorize the budget additions for the Jepson Parkway Project as specified in Attachments A and B.

Attachments:

- A. Jepson Parkway FY 2003-04 Budget with Proposed Amendment
- B. Jepson Parkway FY 2004-05 Budget with Proposed Amendment

Jepson Parkway FY 2003-04 Budget with Proposed Amendment

FY 2003-04 Approved Budget	\$ 220,000
Proposed Amendment	<u>\$1,500,000</u>
Total Amended Budget	\$1,720,000

Jepson Parkway FY 2004-05 Budget with Proposed Amendment

FY 2004-05 Approved Budget	\$ 225,332
Proposed Amendment	<u>\$2,752,000</u>
Total Amended Budget	\$2,977,332



DATE: August 27, 2004
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: Swap of Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement Program (CMAQ) Funds

Background:

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

The Metropolitan Transportation Commission (MTC) receives CMAQ funds from both the Bay Area region and the Sacramento region because of Solano County being located within the two air basins. The Bay Area CMAQ funds are provided to MTC based upon population and air quality within the Bay Area air basin. The Sacramento CMAQ funds are provided to MTC based on the population of eastern Solano County and the air quality in the Sacramento air basin. MTC uses CMAQ funds for projects and programs to improve air quality, either by funding regional programs or by returning CMAQ funds to counties for local projects and programs.

Surface Transportation Program (STP) funds are provided to MTC based upon the population of the Bay Area, including eastern Solano County. During TEA-21, these funds were typically used for roadway expansion, roadway rehabilitation, major transit capital purchases, major rail projects, corridor management programs, transportation for livable communities (TLC) programs, and transportation planning activities. Counties were provided a portion of these funds for local programming during TEA-21.

In addition to STP and CMAQ funds, Solano County receives State Transportation Improvement Program (STIP) funds based upon a population formula that provides each county an equitable "county share" of these funds. These funds have been typically used for major transportation projects including the Jepson Parkway, SR 37 improvements, the Vallejo Station, commuter rail stations and roadway rehabilitation projects.

In 2001, the STA Board of Directors approved a swap of \$2M of State Transportation Improvement Program (STIP) funds from the STIP County Share for flexible STP funds programmed for Solano County. MTC approved the swap and these STP funds were programmed over three years (FY 2002-03 through FY 2004-05) for project development and planning projects and programs including the I-80/I-680/I-780 Major Investment and Corridor Study, update and maintenance of the Countywide Traffic Model, development of the Solano County Expenditure Plan for transportation projects, facilitation of funding agreements for county projects (e.g., Walters Road Widening and the I-80/Leisure Town Road Overcrossing and Interchange) and staff support for project monitoring and project planning.

In February 2004, the STA Board authorized the Executive Director to pursue another \$2M swap of STIP funds for STP funds in order to initiate the SR 12 Rio Vista Bridge Study, conduct a SR 113 Major Investment Study and continue aggressive project development and planning activities, including funding a qualified budget analyst/accountant to help manage the increasing number of complex revenue sources that fund STA projects and activities.

Discussion:

Based upon direction from the STA Board to pursue a STP/STIP fund swap, staff initiated discussions with MTC staff regarding the fund swap. Due to the ongoing State budget problems and the continuing uncertainty in the State Transportation Improvement Program (no STIP allocations have been made since Spring 2003), MTC staff determined that swapping Federal STP funds for STIP funds would be very problematic. Additionally, flexible STP funds provided to the Bay Area counties during TEA-21 (used for the previous STIP/STP swap) are no longer available since all STP funds are now dedicated to regional programs. Currently, the only STP funds coming directly to Solano County are from the Regional Streets and Roads program and are specifically programmed for local streets and roads (\$943,000 in FY 2005-06 and \$944,000 in FY 2006-07).

Because of the problems with the STIP and the unavailability of flexible STP funds within Solano County, MTC staff proposed swapping CMAQ funds, specifically eastern Solano CMAQ funds (ECMAQ), with regional STP funds as part of a shift of ECMAQ to regional programs to be more in line with the dedication of all Bay Area CMAQ to regional programs. In the past, MTC regional programs funded with CMAQ funds have been supported by Bay Area CMAQ funds only, although eastern Solano agencies were eligible and received benefits from the MTC regional programs. Programming a portion of the ECMAQ funds to MTC regional programs will help remedy this unevenness.

MTC staff initially proposed using \$2.76M in ECMAQ funds for regional programs in FY 2005-06 and FY 2006-07 as the ECMAQ "fair share" of regional programs. STA staff objected to this amount since, after the proposed STP/CMAQ fund swap, it would not fund local agency projects at the level previously identified for eastern Solano County (\$1.2M/year).

After negotiations with STA staff, MTC staff proposed a revised distribution of ECMAQ funds for FY 2003-04 through FY 2006-07, with regional program funding starting in FY 2005-06 (see Attachment A, MTC letter), that provides an equitable distribution of ECMAQ funds to regional programs, maintains the \$1.2M per year previously identified for programming to local eastern Solano agency projects, and funds the \$2M STP/CMAQ fund swap. Additionally, the MTC proposal also fully supports the Solano Napa Commuter Information program at the FY 2004-05

funding level while other regional rideshare programs are identified for a 30% reduction. In general, STA staff concurs with the MTC proposal except for the MTC assertion that Solano County should shoulder all reductions if ECMAQ apportionments are less than the estimates. Any reductions in apportionments should be proportionately shared between Solano County and MTC (regional programs) and STA staff will work with MTC staff to include language of this nature in any formal agreement between STA and MTC.

In summary, the MTC proposal is as follows for FY 2003-04 through FY 2006-07 (see Attachment B for summary by fiscal year):

Regional Programs (including SNCI)	\$2,150,000
Eastern Solano Local Projects/Programs	\$4,850,000
STP/CMAQ Swap	<u>\$2,000,000</u>
	\$9,000,000

Based upon an agreement between MTC and the Sacramento Council of Governments (SACOG), the funding priority for ECMAQ funds should be SACOG Transportation Control Measures (TCMs) resulting from the Sacramento Air District's State Implementation Plan (SIP). Although there are currently no adopted TCMs for SACOG, this situation may change if the updated SIP contains TCMs. The agreement between MTC and STA would need to be revisited to comply with the commitment in the MTC/SACOG agreement regarding ECMAQ funds. Because of the MTC/SACOG agreement, MTC staff recommends this funding agreement between STA and MTC be revisited for the "third cycle" (FY 2007-08 and FY 2008-09) of the anticipated TEA-21 Reauthorization.

The MTC proposal has the following benefits to Solano County and to the region:

1. Supports regional programs at an equitable level based upon benefits to eastern Solano County.
2. Maintains \$1.2M per year for local agencies in eastern Solano County.
3. Restores SNCI to the full FY 2004-05 funding level for future years while other rideshare programs are cut by 30 percent.
4. Funds the SR 12 Rio Vista Bridge Study.
5. Funds the SR 113 Major Investment Study (MIS)
6. Supports aggressive project development by STA and adds a qualified budget analyst/accountant to facilitate revenue management, and promotes creative project and financial planning for moving projects into the construction phase.

On August 25, 2004, the STA TAC unanimously recommended approval of the STP/CMAQ swap. With STA Board approval of the agreement between STA and MTC to initiate the proposed actions, MTC will finalize the proposed programming as part of the second cycle programming adoption by the Commission in November/December 2004.

Fiscal Impact:

The \$2M STP/CMAQ swap is a critical revenue source for STA project development and planning activities for FY 2005-06 through FY 2007-08. Without this revenue source, budget reductions will be required that will severely limit completion of STA priority projects.

Recommendation:

Authorize the Executive Director to enter into an agreement with MTC for funding regional programs, local agency programs and a \$2M STP/CMAQ swap with ECMAQ funds as outlined in Attachment B.

Attachments

- A. MTC Letter, Eastern Solano County CMAQ Apportionments
- B. Summary of MTC Proposal by Fiscal Year



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

August 6, 2004

AUG - 9 2004

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

RE: Eastern Solano County CMAQ Apportionments

Dear Daryl:

This letter sets forth our agreement on how the Congestion Management Air Quality (CMAQ) apportionment coming to MTC from Eastern Solano County will be programmed for the first four years of Transportation Enhancement Act (TEA) 21 Reauthorization, FY 2003-04 through FY 2006-07. The first two years, FY 2003-04 and FY 2004-05 represent the "first cycle" and the second two years, FY 2005-06 and FY 2006-07 represent the "second cycle" of the six-year TEA-21 Reauthorization. As we are entering this understanding nearly two years into TEA-21 reauthorization, we are not advocating that any Eastern Solano County CMAQ funding be utilized for regional programs in the first cycle (FY 2003-04 or FY 2004-05). Regional program needs will be addressed as noted beginning in FY 2005-06 (second cycle programming).

Principles

- MTC regional programs have been supported in large part by CMAQ funding. CMAQ funding apportioned to the Bay Area Air Quality Management District (BAAQMD) air basin to date has been supporting programs in Eastern Solano County, which receives a distinct distribution of apportionment from Caltrans. As a result, Eastern Solano County has not been paying its share for benefits it receives from these programs. Programming from the Eastern Solano CMAQ apportionment distribution will remedy this unevenness. The proposed CMAQ takedowns directly reflect regional program expenses incurred for Eastern Solano.
- Based on a MTC/SACOG memorandum of understanding, the priority use of the Eastern Solano County CMAQ apportionment is the funding of transportation control measures (TCMs) resulting from the Sacramento Air District's State Implementation Plan (SIP), which includes the overlapping area in Solano County. There are currently no adopted TCMs. This situation allows MTC additional flexibility in programming the Eastern Solano County CMAQ apportionment. This situation might change if an updated SIP with possible new TCMs is adopted in the future. This agreement will be revisited as necessary to stay within the commitments of the MOU.
- This agreement will be revisited for third cycle programming (FY 2007-08 and FY 2008-09 funding).

Agreement (Refer to Exhibit A):

- Contributions to regional projects would not begin until FY 2005-06. Consequently two years (FY 2003-04 and FY 2004-05) of CMAQ apportionments are available for programming to local projects less \$1.2 million already programmed in the TIP for FY 03/04.
- Eastern Solano CMAQ apportionment contributions to regional programs will start in FY 2005-06 and FY 2006-07 (second cycle). Exhibit A establishes the Eastern Solano County CMAQ amount withheld as contributions to MTC regional programs. Funding levels are based on a number of criteria relating program costs to benefits accrued in Eastern Solano County. (See Exhibit A for methodologies.)

Amounts charged to the Regional Rideshare Program are explained as follows: A core rideshare program has been defined for Solano Napa Commuter Information (SNCI) to be funded out of the MTC regional rideshare program budget. SNCI is requesting \$115,000 each year, which represents the difference between its current program funding needs and regional program participation funding levels. This difference is to be funded directly out of the Eastern Solano County area CMAQ apportionment.

- The above discussed contributions from the Eastern Solano County CMAQ apportionment to regional programs amount to \$2,150,000 over the second cycle two-year period. The CMAQ apportionments over the first cycle (less \$1.2 million current programming) and remaining apportionments (less regional program contributions) over the second cycle period would provide \$5,650,000 that MTC is willing to make available to the Solano Transportation Authority to fund local projects. These amounts are based on estimates provided by Caltrans and FHWA and ultimately will depend on the final apportionments provided by the ratification of the new federal transportation act. If the final CMAQ apportionments are less than the estimates, the MTC regional programs would be held harmless. Any reductions would be borne by the remaining CMAQ programming made available to local projects in Solano County.
- Starting with FY 2005-06, the remaining Eastern Solano County CMAQ apportionment amount made available to local Solano County projects should be programmed as a priority to CMAQ eligible projects in Eastern Solano County (within the Sacramento air basin). In future cycles of programming, if these transportation needs are already being met, MTC will determine in cooperation with STA how these funds are to be used in the MTC region.
- MTC will finalize this above-mentioned programming as part of second cycle programming adoption in November/December 2004.
- Responding to Solano Transportation Authority's request for more flexibility, MTC will swap out \$2 million of FY 2004-05 CMAQ funding with STP funds over a three-year period: FY 2005-06 through FY 2007-08.

I appreciate your working with us to develop a compromise that will benefit both local and regional transportation projects. Please contact me regarding any further questions or concerns you may have.

Sincerely,

Dianne Steinhauser
Manager, Programming and Allocations

DS:CG

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Exhibit A: East Solano County CMAQ Program

Eastern County CMAQ Appts. (Estimated)	FY 03/04	FY 04/05	FY 05/06	FY 06/07	
	\$2,200,000	\$2,200,000	\$2,300,000	\$2,300,000	\$9,000,000

Eastern Solano County Share of MTC Regional Programs

Regional Programs	FY 03/04	FY 04/05	FY 05/06	FY 06/07	Notes
Regional Bike/Ped	\$0	\$0	\$192,000	\$192,000	2.4% at \$8M per year (1)
TLC/HIP	\$0	\$0	\$869,000	\$218,000	\$869K first year, 2.4% at \$9M (1,2)
TransLink capital	\$0	\$0	\$178,000	\$178,000	(4)
Regional Rideshare Program	\$0	\$0	\$115,000	\$115,000	Local Solano CMAQ increment (6)
Regional Transportation Marketing	\$0	\$0	\$17,000	\$17,000	2.4% population factor (1)
Arterial Retiming	\$0	\$0	\$20,000	\$20,000	(5)
TETAP	\$0	\$0	\$9,000	\$10,000	3.8% at \$250K per year (1)(3) approximating historical awards
Total Regional Contributions	\$0	\$0	\$1,400,000	\$750,000	\$2,150,000

Current Programming to Local Projects in Solano County

	FY 03/04	FY 04/05	FY 05/06	FY 06/07	
Current Programming	\$1,200,000	\$0	\$0	\$0	
Total Local Contributions	\$1,200,000	\$0	\$0	\$0	\$1,200,000

Remaining Programming Capacity (Estimated)	\$1,000,000	\$2,200,000	\$900,000	\$1,550,000	\$5,650,000
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(1) 2.4% population factor applied if portion of grants approximate population or program cannot be broken down geographically. 2.4% derived from average of U.S. Census 2000 population share and Caltrans/FHWA CMAQ apportionment base population share

(2) First year reflects Regional TLC program applications received to date from Vacaville (Creekwalk Extension) and Rio Vista (Waterfront Specific Plan). FY 06 TLC programming only. FY 07 HIP programming only.

(3) Past four years saw four projects amounting to 3.8% of total program.

Extra note: SAFE funded by DMV fees. FSP offers no service in E. Solano. No plans for CCTV

(4) Actual equipment cost for Dixon and Vacaville (\$175,000) and annualized cost for system design (\$90,000)

(5) Reasonable expectation of funding to Eastern Solano based on implementation of 2 projects

(6) No regional contribution required; Solano Rideshare program allocation from regional program = \$240,000/yr beginning FY 05/06 compared to current allocation of \$355k/year. Balance (\$115,000) from programming local East Solano CMAQ directly to STA/SNCI

SUMMARY OF MTC PROPOSAL BY FISCAL YEAR (\$000)

	FY 03-04	FY 04-05	FY 05-06	FY 06-07
Regional Programs (including SNCI)	\$0	\$0	\$1,400	\$750
E. Solano Local Projects/Programs	\$1,200*	\$1,200	\$1,200	\$1,250
STP/CMAQ Swap	\$0	\$600	\$700	\$700
TOTAL	\$1,200	\$1,800	\$3,300	\$2,700

* FY 03-04 funds have been programmed to local projects.



DATE: August 30, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Proposed Scope of Work and Request for Proposals for SR 12
Transit Corridor Study

Background:

The STA Board included the State Route (SR) 12 Transit Corridor Study as a Priority Project to be conducted during FY 2004-05. This study was recommended by various transportation studies recently completed by the STA. This transit study will also complement the on-going Rio Vista Transit Study and the Fairfield/Suisun Transit study that are expected to be completed by the end of 2004 and 2005 respectively.

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

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

Current morning peak hour direction traffic (westbound) along the SR 12 corridor averaged approximately 1,500 vehicles in 2000 within the most heavily traveled segments of the corridor between Rio Vista and Suisun City and about 1,300 vehicles (westbound) at the Solano/Napa county line. Future projected peak hour direction traffic (by 2030) is expected to increase in the peak hour direction to an average of approximately 2,500 peak hour vehicles in the incorporated areas of Rio Vista and Suisun City and to over 3,000 peak hour direction vehicle trips between Fairfield and Napa.

Discussion:

A SR 12 Transit Corridor Study is proposed to be conducted during FY 2004-05. Major proposed tasks include:

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

A Policy Steering Committee consisting of members from the cities of Rio Vista, Suisun City, and Fairfield, Napa County cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), STA and other stakeholders (e.g. Caltrans) will be established to provide oversight on the study. The study is expected to take about six months and be completed by the end of FY 2004-05.

NCTPA also recently committed \$15,000, specifically to contribute to that portion of the study that would look at service between Napa and Fairfield. They also requested that at least one meeting would be held with the NCTPA Board and/or Technical Advisory Committee as well as one public meeting held in Napa. Those comments have been incorporated into the attached Preliminary Scope of Work (Attachment A).

On August 25, 2004, both the Transit Consortium and STA TAC forwarded a recommendation to the STA Board to approve the preliminary scope of work and distribute a request for proposals for the SR 12 Transit Corridor Study.

Fiscal Impact:

This transit corridor study will be funded with \$25,000 of State Transit Assistance Funds (STAF) as part of the strategic planning program contained in the STA's 2004/05 budget and approved by the STA Board on July 14, 2004 and \$15,000 from NCTPA.

Recommendation:

Approve the following:

1. Preliminary Scope of Work for the SR 12 Transit Corridor Study as specified in Attachment A.
2. Authorize the Executive Director to distribute a Request for Proposals to conduct the State Route 12 Transit Corridor Study.

Attachment

- A. Preliminary Scope of Work for the SR 12 Transit Corridor Study - August 30, 2004

Preliminary Scope of Work for the S.R. 12 Transit Corridor Study

TASKS

1. Stakeholders and Transit Operators Input

- a. Interview key stakeholders along the corridor from the cities of Rio Vista, Suisun City, Fairfield and Napa.
- b. Meet with the individual transit operators (i.e. Rio Vista Transit, Fairfield-Suisun Transit, and Napa County Transportation Planning Agency) and STA staff to review current ridership and demand data and review all pertinent short range transit plans, long range transit corridor studies and other multi-modal transportation plans to determine what short and long term transit services may have been previously proposed (or are currently planned) for the corridor.

2. Proposed Bus Schedule and Phasing Plan

- a. Develop a proposed bus schedule and phasing plan to implement short to mid - term service along the entire SR 12 Corridor from Rio Vista - Suisun City – Fairfield - Napa, with potential long range connections from Rio Vista to Lodi and Antioch.

3. Steering Committee and Public Input

- a. Meet at least three times with a Steering Committee consisting of representatives of agencies and stakeholders along the corridor.
- b. Meet at least two times with the SolanoLinks Transit Consortium.
- c. Hold three public meetings to obtain input from the general public and bus riders including two meetings in Solano County and one meeting in Napa County.
- d. Make approximately eight presentations on the plan including the STA Board and NCTPA Board, the STA Technical Advisory Committee (TAC) and NCTPA TAC, the NCTPA/STA Joint Subcommittee and other presentations as needed.

4. Implementation Plan, Cost Estimates and Funding Plan

- a. Develop a detailed plan, phased express bus and intercity bus operating schedule, and locations for bus stops and park and ride facilities to accommodate the service.
- b. Identify short and long-range capital and operating costs (including new buses, bus stops and park and ride facilities) to accommodate the proposed new service over 25 years.
- c. Recommend a funding plan (from available and proposed funding sources).
- d. Recommend timelines and necessary agreement needed to implement the service based on demand for short and long-range transit services.



DATE: August 27, 2004
 TO: STA Board of Directors
 FROM: Mike Duncan, Director for Projects
 RE: Regional Measure 2 (RM 2) Update and Revision

Background:

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

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

Discussion:

In May of 2004, the STA Board of Directors approved the STA proposal for RM 2 funds for member agency projects and programs as shown in Attachment A. Initial Project Reports (IPRs) were submitted by member agencies for each of their projects. The STA submitted the proposal for the I-80/I-680/SR 12 Interchange project.

The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs. MTC began collecting funds from the increased toll on July 1, 2004 and have identified four regional projects to start receiving allocations. These projects are the Water Transit Authority Regional Planning and Operations, BART Transbay Tube Seismic Strengthening, Muni E-Embarcadero Streetcar Line and the Muni Metro Third Street Light Rail Extension (see attachment C). Project sponsors cannot be reimbursed for eligible costs until the allocation funding is approved by MTC. Approximately \$125 million will be available each fiscal year; therefore, funding allocations will be subject to the availability of funds. Other projects are evaluated on a continuing basis and allocations are to be made monthly to new projects. Although no Solano County projects have received FY 2004-05 allocations yet, IPRs for capital projects submitted for early allocations (e.g., Curtola, Fairfield Transportation Center, Vacaville Intermodal Station) are under review by MTC staff.

MTC staff recommended a revision to the proposed funding schedule for the I-80/I-680/SR 12 Interchange project to compensate for State Transportation Improvement Program (STIP) funds currently programmed in FY 2005-06 for the environmental phase of this project. Although the Project Approval/Environmental Documents (PA/ED) phase of this project is funded through the Traffic Congestion Relief Program (TCRP), the budget is very tight and the TCRP funds may be inadequate for such a complex project. The STA programmed \$2M in STIP funds for FY 2005-06 for the PA/ED as a "contingency" if TCRP funds were inadequate. Due to the probability that these STIP funds will not be available because of the State budget uncertainties, MTC staff recommended programming \$1M in RM 2 funds in both FY 2004-05 and FY 2005-06 to provide a definite funding source for the environmental phase if the funds are needed and reprogramming the STIP funds to the construction phase in FY 2007-08 to "replace" RM 2 funds proposed for that year. The MTC recommendation ensures adequate funding for completion of the I-80/I-680/SR 12 Interchange PA/ED. The proposed change to the RM 2 funding is shown in Attachment B.

MTC requires project sponsors to provide a RM2 Implementing Agency Resolution of Project Compliance stating that the sponsor and its agents shall comply with the provisions of the MTC Regional Measure 2 Policy Guidance (MTC Resolution No. 3636). The STA Resolution of Project Compliance is specified in Attachment F.

In addition to requests for capital projects, Vallejo Transit and Fairfield-Suisun Transit (FST) have requested transit operating funds from the Regional Express Bus North Pool category. FST determined the RM 2 operating funds originally proposed (see Attachment A) were more than needed for expanded service and revised their proposed request as shown in Attachment B. The revised amounts shown for both FST and Vallejo Transit in Attachment A reflect a 1.5% growth rate each fiscal year.

Due to a restriction in Federal law restricting using tolls for transit operating for bridges receiving Federal funds, MTC has requested legislative relief from Congress. The delay of the

TEA-21 Reauthorization has delayed this legislative correction. An alternative “administrative” method for providing the transit operating funds is currently being prepared by MTC (see Attachment D). MTC staff is also developing Performance Measures for transit operators to evaluate the effectiveness of transit routes receiving RM 2 operating funds. These Performance Measures (see Attachment E) are required by the RM 2 legislation (SB 916) and are currently under review by MTC and transit operators.

On August 25, 2004, the STA TAC unanimously recommended the changes to the RM 2 programming as shown in Attachment B.

Recommendation:

Approve the following:

1. The Revised Solano County RM 2 Project Funding Proposal as shown in Attachment B.
2. Resolution 2004-09, Solano Transportation Authority Resolution of Project Compliance, as specified in Attachment F.

Attachments:

- A. Solano County RM 2 Proposed Project Funding Approved by STA Board in May 2004
- B. Revised Solano County RM 2 Proposed Project Funding Proposal
- C. Proposed RM 2 July Allocations (MTC Memorandum, July 14, 2004)
- D. MTC Request for Interpretation
- E. Regional Measure 2 Performance Measures – Revised Policy for Discussion (MTC Memorandum, August 4, 2004)
- F. Resolution No. 2004-09, Solano Transportation Authority Resolution of Project Compliance

Solano County RM-2 Projects
(Costs in \$000's)
Approved by STA Board May 12, 2004

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

Solano County RM-2 Projects
 (Costs in \$000's)
 Approved by STA Board May 12, 2004

OTHER PROJECT CATEGORIES		FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Future	Total RM2
TransLink (\$22M, MTC)									
- FST									0.0
- Vacaville									0.0
- Vallejo									0.0
Real-Time Transit Info (\$20M, MTC)									
- FST	5,000.0		1,000.0	1,000.0					2,000.0
- Vacaville									0.0
- Vallejo									0.0
Safe Routes to Transit (\$22.5M, \$2.5 Committed)									
- FST									
-- Bike Route to FF/VV Statio	2,000.0			1,000.0					1,000.0
SUMMARY OF PROJECTS REQUESTING RM 2 FUNDS FROM MORE THAN ONE CATEGORY									
Vallejo - Curtola									
- Solano Express Bus Facilities		6,000.0							
- Regional Express Bus North		6,000.0							
	Total	12,000.0							
Fairfield Transportation Ctr									
- Solano Express Bus Facilities		5,500.0							
- Regional Express Bus North		2,500.0							
	Total	8,000.0							
Vacaville Intermodal (Ph 1)									
- Solano Express Bus Facilities		5,500.0							
- Regional Express Bus North		2,000.0							
	Total	7,500.0							

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

		FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Future	
RM 2 ANNUAL OPERATING									
Vallejo Ferry (\$2.7M/yr)									
- Vallejo		100.0	2,700.0	2,700.0	2,700.0	2,700.0	2,700.0	2,700.0	
Regional Express Bus North Pool (\$3.4M/yr)									
- FST/Benicia (I-680)		120.1	126.1	132.4	139.0	146.0	1,700.0	1,700.0	
- Vallejo (I-80)		850.0	1,725.5	1,751.4	1,777.7	1,804.3	1,700.0	1,700.0	
CAPITAL PROJECTS									
	Project Cost	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Future	Total RM2
Vallejo Station (\$28M, Vallejo)									
- Vallejo	52,000.0	0.0	5,000.0	10,000.0	13,000.0				28,000.0
Solano Express Bus Intermodal Facilities (\$20M, STA)									
- Vallejo - Curtola	15,000.0	1,000.0	200.0	3,000.0	1,800.0				6,000.0
- Benicia Intermodal (Ph 1)	5,000.0				3,000.0				3,000.0
- Fairfield Transportation Ctr	12,000.0	800.0	200.0	4,500.0					5,500.0
- Vacaville Intermodal (Ph 1)	9,000.0	500.0	2,000.0	3,000.0					5,500.0
Solano Corridor Near I-80/I-680 (\$100M, STA)									
- North Connector (East end)	50,552.0				23,552.0				23,552.0
- I-80 HOV Lane (12W to AB)	85,848.0	1.0	1.0	10,346.0	64,102.0				74,450.0
Capital Corridor Improvements (\$25M, CCJPA and STA)									
- CCJPA Track Improvements	10,000.0	500.0	5,000.0	2,250.0					7,750.0
- FF/VV Rail Station and Track Improvements	35,000.0	500.0	800.0	9,000.0	6,950.0				17,250.0
Regional Express Bus North (\$20M, \$4M Committed, MTC)									
- Vallejo									
-- Curtola	15,000.0			2,000.0	4,000.0				6,000.0
--									0.0
- FST									
-- FTC Parking Structure	12,000.0				2,500.0				2,500.0
-- I-680/Industrial PnR	2,075.0	500.0	1,000.0						1,500.0
-- Vacaville Intermodal (Ph 1)	9,000.0		2,000.0						2,000.0

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

OTHER PROJECT CATEGORIES		FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	Future	Total RM2
TransLink (\$22M, MTC)									
- FST									0.0
- Vacaville									0.0
- Vallejo									0.0
Real-Time Transit Info (\$20M, MTC)									
- FST	5,000.0		1,000.0	1,000.0					2,000.0
- Vacaville									0.0
- Vallejo									0.0
Safe Routes to Transit (\$22.5M, \$2.5 Committed)									
- FST									
-- Bike Route to FF/VV Statio	2,000.0			1,000.0					1,000.0
SUMMARY OF PROJECTS REQUESTING RM 2 FUNDS FROM MORE THAN ONE CATEGORY									
Vallejo - Curtola									
- Solano Express Bus Facilities		6,000.0							
- Regional Express Bus North		6,000.0							
	Total	12,000.0							
Fairfield Transportation Ctr									
- Solano Express Bus Facilities		5,500.0							
- Regional Express Bus North		2,500.0							
	Total	8,000.0							
Vacaville Intermodal (Ph 1)									
- Solano Express Bus Facilities		5,500.0							
- Regional Express Bus North		2,000.0							
	Total	7,500.0							

85



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Memorandum

TO: Programming and Allocations Committee

DATE: July 14, 2004

FR: Executive Director

RE: Proposed RM 2 July Allocations

Background

The capital improvement projects and operating assistance for transportation services identified for funding in RM2 are established by state legislation (Senate Bill 916, Chapter 715, Statutes of 2004) as approved by the voters on March 2, 2004. The revenue generated from the dollar toll increase is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors.

In accordance with the legislation as approved by the voters, the Bay Area Toll Authority (BATA) is the financial manager for RM2 funds, whose responsibilities include the preparation of financial plans, the issuance of debt financing, and the disbursement of funds to project sponsors. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery.

As of this writing, final resolution has not yet been secured regarding federal limitations on toll revenue expenditures for transit operations. MTC is actively seeking statutory or administrative relief of this limitation. However, until this is resolved, the Commission will be precluded from any allocations of RM2 funds for transit operating purposes. As noted previously, the majority of RM2 operating funds are pledged to new transit services that will not be ready to commence operations for a few years in any event.

FY 2004-05 Allocations

RM2 requires sponsors with projects listed in Section 30914(c) of the S&HC to submit an Initial Project Report (IPR) to MTC before July 1, 2004. These reports must be updated and submitted to MTC annually or as requested by MTC. The Commission will consider approval of the report, or an updated report, in conjunction with the allocation of funds. At a minimum, the IPR needs to be updated with new and/or revised information prior to each allocation.

On June 23, the Commission approved the RM2 Policies and Procedures, which governs the allocation process and requirements. As the project sponsor is ready to proceed with subsequent phases, the

allocation requests will be brought forward to the Commission. MTC will entertain allocations on an as needed basis throughout the program. Beginning this month, we will present allocation requests for RM2 funds for FY 2004-05. The allocation awards will be managed with consideration of the cash flow capacity of the toll revenue collection and BATA's planned debt financing of the RM2 capital program. In order to assess the IPRs and OAPs and confidently approve the project scopes and funding plans for each project, MTC will be bringing the FY 2004-05 allocation requests to the Commission over the course of the next few months. Thereafter, MTC will continue to consider additional allocation requests on an as needed basis. Final allocation decisions will be subject to the availability of funds.

Thirty-six capital improvement projects and 14 transit operating assistance projects were approved under Regional Measure 2. The IPRs submitted by project sponsors between April and June serves as the initial allocation requests that MTC will consider during the FY 2004-05. In total, MTC received approximately \$172 million worth of allocation requests for FY 2004-05. Under the capital program, some of the 36 projects were further subdivided into sub-elements.

July Allocation Recommendations

Based on project readiness and completeness of the IPRs, four projects are recommended for allocations in July, as highlighted in the overall capital and operating summaries in Attachments A and B, respectively. Project specific conditions are listed in the accompany resolutions for each project.

1) Muni Metro Third Street Light Rail (MTC Resolution No. 3639)

The overall project is approximately \$550 million, of which \$30 million is RM2 funded. Muni is nearing the final stages of construction on this project and expects to open initial revenue service in late 2005 with the full line operational in 2007. The RM2 funded element of the project entails the completion of the electrical wiring, signal, and catenary infrastructure. Staff recommends allocating \$30 million in RM2 funds to Muni for the construction phase for this project in July.

2) Muni E-Embarcadero Streetcar Line (MTC Resolution No. 3640)

The E-line, a new streetcar service operating along the waterfront between the Caltrain Terminal and the Embarcadero BART station, is expected to open in 2006. The RM2 funded element of this project is for the purchase and rehabilitation of 11 historic vehicles for the E-line. Ten million in RM2 funds are available to this project. Staff recommends allocating \$5.7 million in RM2 funds to Muni for the vehicle purchase in July.

3) BART Transbay Tube Seismic Strengthening (MTC Resolution No. 3642)

Aside from being a core element of the BART system, the TransBay Tube has been identified as BART's most vulnerable structure to earthquake damage. Regional Measure 2 funds the environmental and design phase for the entire retrofit project and the construction of the first deliverable segment of improvements. The total RM2 funding available for this project is \$143 million. The funding for the construction of the second segment of work is contingent upon voter passage of a seismic safety bond measure sponsored by BART in November 2004. Staff

recommends allocating \$11 million in RM2 funds to BART for the environmental phase for this project in July.

4) WTA Regional Planning Activities (MTC Resolution No. 3643)

Under the Operating Assistance Program, \$3 million was earmarked to the WTA for planning activities.

MTC has obtained clearance from FHWA to expend RM2 funds on specified WTA planning activities that were approved as part of the Operating Assistance Program.

A total of \$49.7 million is recommended for allocation among four projects in July. A map identifying the location of these projects is included in Attachment C. A separate MTC resolution is assigned to each RM2 project. Each project resolution includes a summary of the project, an anticipated cash flow plan, and project specific conditions of the RM2 funding.

Next Steps

Staff has already begun discussing the allocations that will be brought forward to the Commission in September. Over the next few months, we will reconcile any outstanding issues on the IPRs and present an overall allocation plan for FY 2004-05 at your September meeting. In future years, we intend to present this allocation plan for your approval at the beginning of the fiscal year.

Recommendation

Staff recommends that the Programming and Allocations Committee forward Resolution Nos. 3639, 3640, 3642, and 3643 to the Commission for approval.

Steve Heminger

Attachment A – Proposed July Allocations and FY 2004-05 Capital Program Funding Requests

Attachment B – Proposed July Allocations and Operating Assistance Requests

Attachment C – Map of Proposed July Allocations

SH:RMcK

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**RM 2 Capital Program Requests - Proposed July 2004 Allocations
July 14, 2004**

Capital Program Project No.	Project Description	Project Sponsor	Legia. Funding (\$1,000)	Sponsor FY 2004-05 Request (\$1,000)	MTC Allocation Recommendation			Sponsor Concur	Conseq. Of No Action
					Amount (\$1,000)	Phase	Month		
1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART	3,000	-	NO FY 2004-05 REQUEST				
2	SF MUNI Metro Circ. Streetcar RT Extension	SF MUNI	30,000	30,000	30,000	CON	JUL	YES	Vallejo/Curtola
3	SF MUNI Historic Streetcar Expansion (E-Line)	SF MUNI	10,000	10,000	10,000	CON	JUL	YES	Del Norte/Grass Valley
4	Dumbarton Commuter Rail Service	San Mateo TA, Alameda CMA, ACTIA	135,000	5,854					
5	Vallejo Ferry Intermodal Station	City of Vallejo	28,000	-	NO FY 2004-05 REQUEST				
6	6.1 Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	City of Vallejo	TBD	1,000					
	6.2 Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	City of Benicia	TBD	-	NO FY 2004-05 REQUEST				
	6.3 Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	Fairfield/Suisun Transit	TBD	800					
	6.4 Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	City of Vacaville	TBD	500					
Subtotal									
7	Solano I-80 / I-680 Corridor Improvements	STA	100,000	-	NO FY 2004-05 REQUEST				
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	50,000	-	NO FY 2004-05 REQUEST				
9	Richmond Parkway Park & Ride	AC Transit	16,000	500					
10	10.1 SMART Extension to Larkspur or San Quentin	SMART	30,000	1,606					
	10.2 San Quentin Intermodal Water Transit Terminal Study	SMART	5,000	-	NO FY 2004-05 REQUEST				
Subtotal									
11	11.1 Sir Francis Drake Blvd Widening	Transportation Authority of Marin	429	33					
	11.2 U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin	47,448	3,383					
	11.3 Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin	10,109	519					
	11.4 Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin	1,149	148					
	11.5 Central Marin Ferry Access Imps. Phase B - Corte Madera Ck. and Sir Francis Drake	Transportation Authority of Marin	5,865	-	NO FY 2004-05 REQUEST				
Subtotal									
12	12.1 Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCTA	14,000	-	NO FY 2004-05 REQUEST				
	12.2 Direct HOV lane connector from I-680 to the Pleasant Hill BART - STUDY	CCTA	1,000	1,000					
Subtotal									
13	13.1 E-BART / Rail Extension to East Contra Costa Deliverable Segment #1	BART, CCTA	32,651	7,389					
	13.2 E-BART / Rail Extension to East Contra Costa Deliverable Segment #2	BART, CCTA	63,349	-	NO FY 2004-05 REQUEST				
Subtotal									
14	14.1 Benicia / Bahia Siding Extension	Capital Corridor JPA	7,750	500					
	14.2 Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit	17,250	500					
Subtotal									
15	Central Contra Costa BART Crossover	BART	25,000	1,000					
16	Benicia-Martinez Bridge: New Span	BATA	50,000	-	NO FY 2004-05 REQUEST				
17	17.1 Express Bus North - Vallejo Curtola Transit Center	City of Vallejo	TBD	-	NO FY 2004-05 REQUEST				
	17.2 Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	City of Benicia	TBD	-	NO FY 2004-05 REQUEST				
	17.3 Express Bus North - Fairfield Transportation Center	Fairfield/Suisun Transit	TBD	-	NO FY 2004-05 REQUEST				
	17.4 Express Bus North - Vacaville Intermodal Station	City of Vacaville	TBD	-	NO FY 2004-05 REQUEST				
	17.5 Express Bus North - Martinez Transit Center	CCCTA	TBD	100					
	17.6 Express Bus North - Diablo Valley College Transit Center	CCCTA	TBD	20					
	17.7 Express Bus North - Napa VINE	Napa VINE	TBD	-	NO FY 2004-05 REQUEST				
	17.8 Express Bus North - GGBH&TD	GGBH&TD	TBD	-	NO FY 2004-05 REQUEST				
Subtotal									
18	TransLink®	MTC	22,000	2,200					
19	Real-time transit information	MTC	20,000	2,000					

68

RM 2 Capital Program Requests - Proposed July 2004 Allocations
July 14, 2004

Capital Program Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	Sponsor FY 2004-05 Request (\$1,000)	MTC Allocation Recommendation			Sponsor Concur	Conseq. Of No Action
					Amount (\$1,000)	Phase	Month		
20	20.1 City CarShare	City Car Share	2,500	500					
	20.2 Safe Routes to Transit	East Bay Bicycle Coalition, TALUC	20,000	-	NO FY 2004-05 REQUEST				
Subtotal									
21	BART Tube Station Retrofit	BART	40,000	700	6,100	ENV	JULY	YES	Delay Contract
22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA	150,000	61,050					
23	Oakland Airport Connector	BART, Port of Oakland	30,000	-	NO FY 2004-05 REQUEST				
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor)	AC Transit	65,000	4,000					
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WTA	12,000	-	NO FY 2004-05 REQUEST				
26	Commute Ferry Service for Berkeley/Albany	WTA	12,000	-	NO FY 2004-05 REQUEST				
27	Commute Ferry Service for South San Francisco	WTA	12,000	-	NO FY 2004-05 REQUEST				
28	28.1 Water Transit Facility Improvements, Spare Vessels and Environmental Review	WTA	47,000	2,050					
	28.2 Richmond Ferry Terminal Increased Ridership Study	WTA	1,000	150					
Subtotal									
29	29.1 Express Bus South - I-880 NB / Maritime Street HOV On-Ramp	Alameda County CMA	TBD	305					
	29.2 Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA	TBD	750					
	29.3 Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA	TBD	819					
	29.4 Express Bus South - Hesperian Blvd park and Ride Lot	Alameda County CMA	TBD	260					
	29.5 Express Bus South - Purchase of Rolling Stock	AC Transit	TBD	5,300					
Subtotal									
30	I-880 North Safety Improvements	Alameda County CMA	10,000	300					
31	31.1 BART Warm Springs Extension	BART	85,000	11,000					
	31.2 BART Warm Springs Extension - Grade Separation	City of Fremont	10,000	-					
Subtotal									
32	32 I-580 (Tri Valley) Rapid Transit Corridor Improvements Deliverable Segment # 1	Alameda County CMA	65,000	4,500					
33	33.1 Regional Rail Master Plan	Caltrain, BART	6,500	-	NO FY 2004-05 REQUEST				
	33.2 Transit Connectivity Plan	MTC	500	250					
Subtotal									
34	Integrated Fare Structure Program	TransLink Consortium	1,500	-	NO FY 2004-05 REQUEST				
35	Transit Commute Benefits Promotion	MTC	5,000	815					
36	36.1 Caldecott Tunnel Improvements - Deliverable Segment # 1	CCTA	25,000	3,000					
	36.2 Caldecott Tunnel Improvements - Deliverable Segment # 2	CCTA	25,000	-	NO FY 2004-05 REQUEST				
	36.3 Caldecott Tunnel - Transit Study	CCTA	500	500					
Subtotal									
TOTAL			1,515,500	172,330	46,710				

* An RM-2 allocation is recommended only if the federal earmark for this project is not available in FY 2004-05.

①
Attachment B

RM 2 Operating Program Requests - Proposed July 2004 Allocation July 14, 2004

Proposed July allocations are highlighted and figures are in \$

Project Requests	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09
Dumbarton Rail (1)					
WTA: Alameda/Oakland/Harbor Bay					
WTA: Albany/Berkeley - S.F.					
WTA: South S.F. - S.F.					
Vallejo Ferry	250,000	2,242,635	2,314,510	2,479,343	2,665,393
Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	2,230,000	2,289,000	2,348,900	2,409,000	2,472,000
Napa Vine service terminating at Vallejo Intermodal terminal			419,200	425,500	432,000
Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)					
AC Line M extension	492,200	503,385	476,349	448,471	517,166
AC - augment TransBay routes	3,911,350	3,988,621	4,074,969	4,104,114	4,116,663
Subtotal	4,403,550	4,492,006	4,551,318	4,552,585	4,633,829
Regional Express Bus North Pool (Carquinez, and Benicia Bridge)					
Fairfield/Suisun	120,099	126,103	132,409	139,029	145,981
CCCTA Martinez to Walnut Creek	190,363	407,973	420,639	418,736	291,749
WestCat 30Z/JPX	241,978	253,875	263,952	271,320	282,300
Tri Delta Transit Rte 200	100,000	100,000	105,000	105,000	110,000
Vallejo Express Bus	850,000	1,725,500	1,751,383	1,777,653	1,804,318
Subtotal	1,502,440	2,613,451	2,673,383	2,711,738	2,634,348
Owl Bus Service on BART Corridors (2)	2,157,338	2,189,698	2,222,544	2,255,882	2,289,720
WTA System Planning (3)	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
MUNI 3rd street		2,500,000	2,500,000	2,500,000	2,500,000
TransLink®		6,800,000	6,800,000	6,400,000	
AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.					
Total	\$ 13,543,328	\$ 26,126,790	\$ 26,829,855	\$ 26,734,048	\$ 20,627,290

Notes:

1. The Dumbarton Rail project anticipates RM-2 operating funds of \$5,400,000 will be needed beginning in FY 2009-10.
2. MTC is working with the operators to craft an Owl service operating plan. The figures shown for this item are based on preliminary submittals from the 5 operators proposing to provide the service.
3. This request involves system planning activities and does not include any transit operating expenditures.



ATTACHMENT D

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August 6, 2004

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Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
201 Mission Street, Suite 2210
San Francisco, CA 94105-1839

RE: Request for Interpretation

Dear Mr. Fong and Mr. Rogers,

The Bay Area voters on March 2nd passed Regional Measure 2 (RM2), the Regional Traffic Relief Plan. This measure approved a \$1 toll increase on the seven State-owned bridges in the Bay Area, effective July 1, 2004. Section 30921 was added to the California Streets and Highways Code in October 2003 providing that revenue derived from the toll increase be used to finance capital construction improvements, transit vehicle acquisition, and transit operating assistance. The successful ballot measure authorized the toll increase as well as directed implementation of the Regional Traffic Relief Plan ("Plan").

Consistent with the statutory and electoral mandate of RM2, MTC intends to utilize toll funding for transit operating purposes from those four state-owned bridges that are not currently utilizing federal revenues nor intending to seek authorization for future federal participation. MTC is seeking concurrence on this action from the Federal Highway Administration and the Federal Transit Administration.

Background

The seven State-owned toll bridges were constructed between 1926 and 1967; all were built using non-federal dollars. Four now serve functionally as part of the interstate system: the Carquinez/Al Zampa Memorial Bridge (I-80), the San Francisco-Oakland Bay Bridge (I-80), the Richmond-San Rafael Bridge (I-580), and the Benicia-Martinez Bridge (I-680). The remaining bridges serve as part of the national and state highway system: the Dumbarton Bridge (SR 84), the San Mateo-Hayward Bridge (SR 92), and the Antioch Bridge (SR 160). Until June 2000, these bridges relied exclusively on local toll revenue for construction, operations, and maintenance costs.

Mr. Gene Fong and Mr. Leslie Rogers

August 6, 2004

Page 2

In June 2000, the California Department of Transportation (Caltrans) entered into an agreement with the Federal Highway Administration making eligible three Bay Area toll bridges for receiving federal funds. The federal funding was sought to enable the seismic retrofit and replacement, rehabilitation and expansion of the San Francisco-Oakland Bay Bridge, the Richmond- San Rafael Bridge, and the Benicia-Martinez Bridge. As a companion to this agreement, MTC, the Bay Area Toll Authority (BATA), and Caltrans entered into a cooperative agreement to transfer state funding to MTC in exchange for bridge toll funds which under the voter-approved Regional Measure 1 had been dedicated to transportation projects relieving congestion in the bridge corridors, including transit operations. With the advent of the three bridges becoming eligible for federal funding, the so-called five percent bridge toll fund could no longer be used for transit operations pursuant to Title 23 of the United States Code.

Discussion

The April 2000 Cooperative Agreement among MTC, BATA, and Caltrans enabled the requirements of existing state law to work in synthesis with the Caltrans and FHWA federal participation agreement for the three bridges named. Through the exchange of toll funds with the state for state-only funding, the public's expectation when approving Regional Measure 1 was adhered to, that funds would be expended for operating transit service. However, the fund source in question generates less than \$3 million per year. Regional Measure 2 is expected to generate nearly \$50 million per year for transit operating purposes after all the new services are fully in place. Given the size of this operating subsidy and the continued unstable financial condition of the State General Fund, a similar "fund swap" for Regional Measure 2 is not a viable strategy.

MTC recognizes that following the federalization of the three bridges, toll funds generated from those bridges that are federalized can no longer be used for transit operating purposes. It is MTC's belief that toll funds from those bridges that are not federalized therefore can be utilized for transit operating purposes. This was the case prior to the federalization agreement. The base toll collected on all the bridges, as established by the 1988 toll increase, was used in accordance with state law for the "planning, construction, operation, and acquisition of rapid water transit systems." On the non-federalized bridges which were not part of the June 2000 federalization agreement between Caltrans and FHWA, we maintain that toll funds can continue to be spent for transit operating purposes.

As referenced in 23 USC 129(a)(3), toll revenues must first be used "for debt service, for reasonable return on investment of any public or private party financing qualified toll bridge projects, and for the costs necessary for the proper operation of these toll facilities, including but not limited to their reconstruction, resurfacing, restoration, and rehabilitation". The RM 2 toll is not part of the revenue stream for financing any of the seismic retrofit work on the State-owned bridges. The RM 2 toll is not part of the funding needs for the operation and maintenance of the toll facilities; the base toll dollar is assigned for this purpose.

Mr. Gene Fong and Mr. Leslie Rogers

August 6, 2004

Page 3

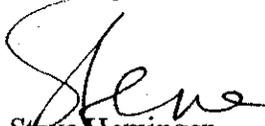
In summary, MTC maintains that RM 2 revenue generated on the four non-federalized bridges is not restricted by the terms of 23 USC 129(a). Although we pool the bridge toll funds for debt purposes, we keep separate records for the revenue generated by each bridge, and thus would be able to provide continuing written documentation of the use of toll revenue from the four non-federalized bridges.

Recommendation

MTC seeks written concurrence that revenue from the four Bay Area toll bridges not utilizing federal funds can be utilized for transit operating purposes as approved by the voters in March 2004 and incorporated into state law. MTC shall maintain a separate accounting of such toll revenue and expend only that toll revenue from nonfederalized bridges for transit operating purposes.

Given that several transit agencies already have submitted claims for operating assistance in FY 2004-05, I would very much appreciate your prompt consideration of this request. Please do not hesitate to contact me if MTC can provide additional information or assistance as you formulate your response.

Sincerely,



Steve Heminger
Executive Director

SH:DS

cc: - The Honorable Barbara Boxer
The Honorable Ellen Tauscher
Bay Area Partnership
MTC Commission

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Memorandum

TO: Finance Working Group

DATE: August 4, 2004

FR: Alix Bockelman

RE: Regional Measure 2 Performance Measures – Revised Policy for Discussion

At last month's Finance Working Group, staff presented a draft policy for Regional Measure 2 (RM2) operating performance measures to kick-off the dialogue with affected transit properties and other regional stakeholders.

Background and Timeline

As a reminder, RM2 requires that ridership and farebox recovery are among the performance measures adopted by MTC in its role of administering RM2 transit operating funds. RM2 requires MTC to develop the performance measures in consultation with the affected transit agencies and the Advisory Council. The Advisory Council discussion has been postponed until their September meeting. Therefore, the revised timeline is to have the policy adopted in October by the Commission, to enable operating requests to move forward once there is a remedy to the current limitation of the use of toll revenues for operations.

Proposal

In developing a proposed policy for performance measures, MTC staff had as its goal the direction of RM2 operating dollars to productive services within the corridors identified in the legislation. The original proposal made all transit operating projects subject to similar performance measures. For example, for the farebox recovery thresholds, a measure commensurate with existing performance for rail, bus, and ferries was selected. The reason for using different measures for each mode is that a review of performance shows distinctly different operating performance for each mode. Further, given the higher operating and capital cost typical for rail and ferry services as compared to bus, it is reasonable to expect a higher cost recovery for these modes. Additionally, there was consideration of the administrative ease and transparency for monitoring the performance measures on an annual basis. This consideration is important in that the performance measures must be verifiable by an independent auditor on an annual basis.

The primary features of the proposed policy are as follows. Attachment A details these provisions:

- Two performance measures:
 - Farebox recovery ratio – different threshold depending on type and mode of service (Attachment A details)
 - Annual Change in Passengers per Revenue Hour - positive (negative value allowed up to percent change in TDA revenues to account for economic factor)
- Two-year ramp-up period allowed
- Corrective action plan and Commission review if performance not met

Comments

Suggestions received to date as well as MTC staff comments are outlined in the table below.

Suggestions for Policy Changes	MTC Staff Comments
Broaden the discussion to include other performance measures for consideration (Advisory Council member).	We are open to considering other options, but it could delay the adoption of the policy. Further, the legislation called for ridership and farebox recovery ratio so any new measures would have to be in addition to the ones legislatively established.
Create separate farebox recovery thresholds for each RM2 operating project (RM2 sponsor).	The thresholds were developed based on average performance for similar types of existing services. To create consistency and ensure meaning to the performance measures, MTC would like to avoid selecting a project-specific performance measure.
Establish farebox recovery ratios that are corridor instead of mode-specific (RM2 sponsor).	There is little data to validate corridor-specific measures.
Take into account travel time savings in the measure – not just changes in transit ridership to address established urban system (RM2 Sponsor).	Travel time savings is definitely an important project benefit – one that FTA is giving more weight to – and one that our own state of the system report evaluates for corridors. However, it would be difficult to use this as an ongoing performance measure since the “base alternative” would be outdated. For simplicity, MTC staff would recommend this measure not be part of RM2 operating measures.
Aggregate performances for integrated services that cannot easily separate one segment from the entire service (RM2 Sponsor).	MTC agrees – see discussion of the AC Transit Enhanced Bus and Muni Third Street services below.

Based on the comments received and further clarification with the bill author about legislative intent, one change to the proposed policy is being proposed at this time. The Muni Third Street and AC Transit Enhanced bus projects are proposed to meet a system-wide performance measure rather than a route-specific target. The rationale is that it is difficult in the case of each of these services to distinguish the transbay transfer riders from the local riders. The focus of the RM2 funds for these projects is to strengthen the feeder network to the other transbay transit services. For purposes of meeting the performance thresholds for these two regional feeder services, the Muni and AC Transit system-wide performance must meet the requirements established under state law for receiving Transportation Development Act (TDA), State Transit Assistance (STA), and AB 1107 funding. AC Transit must still meet route-specific measures for the Regional Express Bus operating elements, which directly serves the transbay market.

Other changes could be proposed at a later date pending more discussion of the comments at today’s working group meeting and future discussion with the MTC Advisory Council.

ATTACHMENT A - DRAFT POLICY

Regional Measure 2 Performance Measures for Transit Operations

1. The objective in establishing performance measures is to ensure that the Regional Measure 2 (RM2) operating dollars are directed to productive services within the corridors identified in the legislation, or as redirected by the Commission after a public hearing process.
2. Two performance measures will be used to assess cost recovery and ridership change in accordance with California Streets and Highway Code (S&HC) 30914.5(a), which requires that MTC shall adopt performance measures related to farebox recovery ratio and ridership: 1) farebox recovery and 2) change in passengers per revenue vehicle hour. Farebox recovery ratio and change in passengers per hour performance measures are established in items 4 and 5.
3. Recognizing that the market demands as well as policy goals for the operating projects in S&HC 30914(d) are not uniform, several thresholds for farebox recovery are established and outlined in item 4.
4. An operating segment must meet or exceed the farebox recovery ratio conforming to its particular mode and service type as defined in the table below. Peak service is defined as service that does not continue at least hourly between the morning and afternoon commute periods. All day service is defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Lifeline or owl service is service that has been developed with the specific goal of closing temporal or geographic gaps in the transit network.

Service Type	Ferry	Rail	Bus
Peak Service	40%	35%	30%
All Day Service	30%	25%	20%
Lifeline	N/A	N/A	15%
Owl Service	N/A	N/A	10%

Projects (11) and (12) in S&HC 30914(d) are exempt from the farebox thresholds above and instead must meet the farebox requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

5. It is the expectation that all operating segments will maintain a positive annual change in passengers per revenue hour. A negative change in an amount equal to or less than a negative change in Transportation Development Act revenues in the county of operation (or average between the origination and destination) for the same period will be allowable. The goal is to have positive ridership change from year-to-year, but the allowance for a negative change is to account for economic adjustments in the region.

Projects (11) and (12) in S&HC 30914(d) are exempt from the passenger per revenue hour changes and instead must meet the performance measure requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

6. If an operating program cannot achieve its performance objectives described in subdivision (a) of Section 30914.5 above, MTC staff will consult with the project sponsor about potential service adjustments or redeployment to increase the productivity of the route and best serve transit in the corridor. After consultation with the sponsor, MTC staff shall forward a

recommendation to the Commission. This recommendation could include a corrective action plan for meeting the RM2 performance measures. Based on the corrective action plan recommendation, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. If the project continues to not meet the performance measure, the commission shall hold a public hearing concerning the project. After the hearing, the commission may vote to modify the program's scope, decrease its level of funding, or to reassign all of the funds to another or an additional project within the same corridor.

7. Only transit operations will be subject to the performance measure outlined in this policy. Projects (13) and (14) outlined in RM2 under S&HC 30914(d) are not subject to these performance measures as these projects do not meet the definition of transit operations.
8. Each operating project that requests RM2 operating funding will be given a two-year ramp-up period to meet the performance measures with an expectation that measures will be met in the third year of service. If an operating scope or definition is changed at the sponsor request after initial rollout of the operating project, no new ramp-up period will be granted.
9. Compliance with the performance measures must be certified as part of the annual fiscal audit prepared by the project sponsor. The compliance and, therefore eligibility for RM2 operating funds, for a given fiscal year will be based on fiscal audit two years in arrears. Therefore, the first year for which performance measures will be assessed is for FY 2006-07 operating requests; these requests will take into consideration performance in FY 2004-05.
10. For purposes of calculating farebox recovery ratio and passengers per revenue vehicle hour, project sponsors must allocate costs in accordance with the cost allocation shown below for the various service types. This cost allocation strategy must be consistent with that provided to MTC as part of the annual Operating Assistance Plan (OAP). Further, baseline data on ridership, costs, fares, and average fare must be established as part of the OAP for RM2 services that represent an incremental change to the operator's overall service plan. The operator should establish a data collection plan for assessing changes to the baseline system for purposes of calculating ridership, costs, and fare for the new RM2 incremental services.

Service Type	Cost Allocation Methodology
Peak Service	Fully Allocated Costs
All Day Service	Fully Allocated Costs
Lifeline	Fully Allocated Costs
Owl Service	Marginal Costs

For purposes of this policy, the farebox recovery ratio is the ratio of fares collected on the RM2-funded segment to total operating costs for that same segment. Passenger per revenue vehicle hour is defined as the total passengers (total of all adult, youth and student, senior and disabled, inter-operator paid transfer, and non-revenue boardings) divided by the revenue vehicle hours (the total number of hours that each transit vehicle is in revenue service, including layover time).

SOLANO TRANSPORTATION AUTHORITY

Resolution of Project Compliance

Resolution No. 2004-09

RM2 Capital Allocation Request

Implementing Agency: Solano Transportation Authority
Project Title: Solano I-80/I-680 Corridor Improvements

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that 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.

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 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 Solano Transportation Authority to deliver such project; and be it further

RESOLVED, that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request for the environmental phase with MTC for Regional Measure 2 funds in the amount of \$2,000,000.00 for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Karin MacMillan, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this day of September 8, 2004.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of September 2004 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attested:

Kim Cassidy, Clerk of the Board

*Agenda Item IX.A
September 8, 2004*



DATE: August 30, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Legislative Update – September 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:

STATE DIVERSION OF PROPOSITION 42 FUNDS

In August 2004, the California Transportation Commission (CTC) hosted a statewide meeting of transportation agencies to discuss the impact of the current state fiscal crisis on the state transportation funding. As the meeting, a summary of California's transportation funding shortfall was distributed (see attachment A). At the meeting, there was general agreement that the fiscal crisis facing transportation is being overshadowed by other fiscal issues and that the public was generally unaware of the issue and the recent diversions by the State Legislature and the Governor of the state transportation revenues to backfill fiscal shortfalls in the State General Fund. A topic of primary concern is the State's continued shifting of voter approved Proposition 42 funds from the Transportation Investment Fund to the State General Fund. In March 2002, 70% of California's voters approved the passage of Proposition 42 dedicating the sales tax on gasoline to fund California's transportation system. In both FY 2003/04 and FY 2004/05, Proposition 42 has been suspended with a 2/3 vote of both the Assembly and Senate and the approval of the Governor. This has resulted in an estimated \$1.1 billion in transportation funds being diverted statewide per year and an annual loss of \$5 million in STIP and local roads funding from Solano County. The legislative vehicle to limit the diversion of Proposition 42 funds is ACA 24. This Assembly Constitution Amendment was discussed in the final weeks of the FY 03-04 session of the State Legislature, but failed to gain the necessary traction for passage. In order to heighten public awareness of this issue, the CTC, the California Association of Council of Governments (CALCOG), and the Self Help Counties Coalition have requested that each transportation agency contact their members of the State Legislature and the local media informing them about transportation opposition to the continued diversion of Proposition 42 funds.

LEGISLATION

The following bills have been added to the Legislative matrix for information only.

SB 1098 (Committee on Budget and Fiscal Review) – Chaptered

This bill stipulates repayment of the Proposition 42 funds no later than June 20, 2008, less any revenue derived from the sale of bonds associated with the tribal gaming compacts negotiated by the State of California. This only goes into effect if California voters reject the passage of Propositions 68 and 70 in November 2004. It also transfers \$140 million in “spillover” funds from the Public Transportation Account to fund other transportation priorities of the Legislature. The bill requires the CTC to annually report on funds it intends to allocate for the subsequent year and Caltrans to develop a five-year maintenance plan that addresses the needs of the state highway system with review every two years.

SB 1099 (Committee on Budget and Fiscal Review) – Chaptered

This Bill formally suspends Proposition 42 for the 2004-05 fiscal year.

The FY 2004-05 State Budget also transfers \$43 million from the General Fund to support transportation priorities and removes approximately \$108 million in capital funds from the Public Transportation Account for General Fund support. The budget “augmentations” to transportation contingent upon the compacts negotiated between the Governor and 5 Indian gaming tribes would support transportation as follows:

- \$457 million to the State Highway Account for STIP projects
- \$290 million to the TCRP for projects
- \$384 million for the advanced repayment for local street and road projects that would be due in 2008-09 and to the Public Transportation Account
- \$83 million to the Public Transportation Account; and
- Advanced funding of the State Transit Assistance loans otherwise due for funding in FY 2008-09

Recommendation:

Authorize the Executive Director to prepare letters to members of the State Legislature and the Governor in support of the passage of legislation stopping the diversion of Proposition 42 funds and requesting the rapid repayment of Proposition 42 funds to the Transportation Investment Fund.

Attachments:

- A. ACA 24
- B. Legislative Matrix - September 2004
- C. SB 1098
- D. SB 1099

BILL NUMBER: ACA 24 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY APRIL 29, 2004

INTRODUCED BY Assembly ~~Member Dutra~~ Members
Dutra and Oropeza

FEBRUARY 13, 2004

Assembly Constitutional Amendment No. 24--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by *amending Section 1 of, and adding Section 2 to* , Article XIX B thereof, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

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

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

This measure would *delete the provisions authorizing the transfer of revenues from the General Fund to the Transportation Investment Fund to be suspended. The measure would instead* authorize the Legislature to loan funds in the Transportation Investment Fund to the General Fund or any other state fund or account, or to local agencies, under conditions that are similar to conditions applicable to loans of revenues under Article XIX of the California Constitution.

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

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

First--That Section 1 of Article XIX B thereof is amended to read:

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

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

(b) (1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on ~~the operative date of this article~~ March 6, 2002 .

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

(A) Public transit and mass transportation.

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

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

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

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

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

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

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

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

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

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

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

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

Second--That Section 2 is added to Article XIX B thereof, to read:

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

of the following conditions:

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

(2) That any amount loaned is to be repaid in full, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to that account, during the period of time that the money is loaned, to the Transportation Investment Fund, within three fiscal years from the date on which the loan was made and one of the following has occurred:

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

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

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

Solano Transportation Authority
Legislative Matrix
August, 2004
State Legislation

State Legislation Bill/Author	Subject	Status	Position
AB 1320 (Dutra) 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	
AB 2456 (Spitzer) 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 (held under submission)	
AB 2737 (Dutra) Government Tort Liability	This bill would provide that neither a public entity nor a public employee is liable for an injury caused by the <i>location of</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, unless the public entity itself owns or controls the street, highway, road, sidewalk, or other access. The bill would also provide that neither a public entity nor a public employee is liable by reason of constructing or locating public property or public facilities of the public entity. (Amended 4/22/04)	ASM Judiciary Referred to Committee on Judiciary (failed passage)	
AB 2741 (Salinas/Wolk) Metropolitan Transportation Commission: Composition	This bill increases the number of commissioners representing Alameda and Santa Clara Counties from two each to three each. Provides that the mayor of Oakland and the mayor of San Jose shall appoint the third member for Alameda and Santa Clara respectively.	ASM Local Government (hearing canceled at the request of the author)	
AB 2847 (Orpeza) Gasoline and motor vehicle diesel fuel fees	This bill would, until January 1, 2008, impose a 5-cent fee of an unspecified amount on each gallon of gasoline subject to the existing laws and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law. The revenues from the fee would be deposited in the	ASM Appropriations (held under	Watch

ATTACHMENT B

	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>	submission)	
AB 2908 (Wolk) Metropolitan Transportation Commission: Composition	This bill increases the number of commissioners representing Alameda and Santa Clara Counties from two each to three each. The bill provides that the mayor of Oakland and the mayor of San Jose appoint the third member for Alameda and Santa Clara respectively.	ASM Transportation Committee and Local Government	
ACA 21 (Bough and Spitzer) Motor vehicle fuel sales tax revenue	This bill would change the vote requirement to 4/5 of the membership of each house of the legislature in order to enact a statute suspending in whole or in part the transfer of sales taxes on motor vehicle fuel deposited into the General Fund to the Transportation Investment Fund.	ASM Transportation (failed passage)	Support
ACA 24 (Dutra) Transportation Investment Fund - Loans 109	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 (held under submission)	Support
ACA 29 (Harman, Lowenthal, and Richman – Coauthors: Bates, Benoit, Berg, Canciamilla, Daucher, Dutra, Shirley, Horton, LaMalfa, Liu, Mathews Negrete, McLeod, Plescia, and Wolk) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during the fiscal emergency.	ASM Re-referred to Appropriations (held under submission)	Support

<p>SB 849 (Torlakson and Alpert) Metropolitan Transportation Commission and Association of Bay Area Governments</p>	<p>This bill requires that the Bay Area Air Quality Management District be added to the joint policy committee created by the Metropolitan Commission and the Association of Bay Area Governments, and requires the joint policy committee to oversee, coordinate, analyze, and report on specified matters pertaining to smart growth, agency consolidation and major planning documents. This bill would further require that the committee report to the Legislature by January 1, 2006, on the feasibility of consolidating functions currently performed separately by the Metropolitan Transportation Commission and the Association of Bay Area Governments.</p>	<p>ASM Appropriations (placed on suspense file)</p>	
<p>SB 1098 (Committee on Budget and Fiscal Review) Transportation Financing</p>	<p>This bill requires repayment of the Proposition 42 suspension no later than June 30, 2008, minus any revenue derived from the sale of bonds associated with the tribal gaming compacts already negotiated and only if approved by voters in November 2004. The bill requires transfer \$140 million in "spillover" funds from the Public Transportation Account to fund other transportation priorities of the Legislature. This bill also requires that the California Transportation Commission to annually report on the amount of funds it intends to issue for the subsequent fiscal year. The bill requires that the Department of Transportation to develop a five-year maintenance plan that addresses the needs of the state highway system.</p>	<p>Chaptered</p>	
<p>SB 1099 (Committee on Budget and Fiscal Review) Transportation Financing</p>	<p>This bill suspends the transfer of motor vehicle fuel sales tax revenues from the General Fund to the Transportation Investment Fund for the 2004-05 fiscal year.</p>	<p>Chaptered</p>	
<p>SB 1614 (Torlakson) 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>SCA 20 (Torlakson) 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</p>	<p>SEN Appropriations (hearing postponed by committee)</p>	<p>Support</p>

	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.		
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AMENDED IN ASSEMBLY JULY 27, 2004

AMENDED IN ASSEMBLY JUNE 29, 2004

SENATE BILL

No. 1098

Introduced by Committee on Budget and Fiscal Review

January 12, 2004

~~An act relating to the Budget Act of 2004.~~ *An act to add Section 14553.10 to the Government Code, to amend Sections 7102 and 7105 of, and to add Section 7106 to, the Revenue and Taxation Code, to amend Sections 163 and 164.6 of the Streets and Highways Code, and to amend Section 14902 of the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.*

LEGISLATIVE COUNSEL'S DIGEST

SB 1098, as amended, Committee on Budget and Fiscal Review. ~~Budget Act of 2004~~ *Transportation: financing.*

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

This bill would require the Controller, on or before June 30, 2008, to transfer an amount from the General Fund into the continuously appropriated Transportation Deferred Investment Fund that is equal to the amount of motor vehicle fuel sales tax revenues that were not transferred to the Transportation Investment Fund for the 2004–05 fiscal year because of the transfer suspension, plus specified interest. The bill would reduce the amount of the transfer by any payment made to the Transportation Deferred Investment Fund from any source. The bill would require the revenues deposited in the Transportation Deferred Investment Fund pursuant to this bill to be transferred and apportioned in the same manner and amounts that would have been made in the 2003–04 fiscal year from the Transportation Investment Fund if the transfer had not been suspended. The bill would thereby make an appropriation.

The bill would require the Controller to deduct from the amount transferred from the Transportation Deferred Investment Fund for local transportation related projects an amount equal to the revenue received by the Traffic Congestion Relief Fund for those purposes from specified Indian gaming revenue and would require the Controller to deposit this sum instead into the Traffic Congestion Relief Fund.

(2) Existing law, pursuant to Proposition 116 of 1990, creates the Public Transportation Account as a trust fund, and provides that funds in the account, derived from certain sales taxes on fuels, are available only for transportation planning and mass transportation purposes. These provisions may be amended by the Legislature only by a $2/3$ vote of both houses if the amending statute is consistent with, and furthers the purposes of, the provisions.

This bill would amend the initiative provisions to provide for the transfer of certain revenues to the General Fund that would otherwise be deposited in the Public Transportation Account. The bill would transfer a portion of those funds to the Transportation Congestion Relief Fund as partial repayment of amounts loaned from the fund to the General Fund pursuant to the Budget Act of 2002.

(3) Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account in the State Transportation Fund from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, as specified, to fund transportation projects selected by the commission.

The bill would require the commission to annually report on the amount of notes it intends to issue for the subsequent fiscal year.

(4) Existing law requires the Department of Transportation and the California Transportation Commission to prepare fund estimates based on certain annual expenditures, including, among others, expenditures for administration of the department, and for maintenance, operation, and rehabilitation of the state highway system. Existing law requires the department to prepare a 10-year state rehabilitation plan for the rehabilitation and reconstruction by the State Highway Operation and Protection Program of all state highways and bridges owned by the state. Existing law requires the plan to be updated every 2 years. Existing law also requires the plan to be transmitted to the Governor, Legislature, and commission.

This bill would also require the department to prepare a 5-year maintenance plan that addresses the maintenance needs of the state highway system. The bill would require the maintenance plan to be updated every 2 years and to be transmitted to the Governor, Legislature, and commission. The bill would require the rehabilitation plan and the maintenance plan to attempt to balance resources between State Highway Operation and Protection Program activities and maintenance activities.

(5) Existing law authorizes the Department of Motor Vehicles to issue an identification card for a fee of \$20, except that an identification card issued to a senior citizen is free of charge.

This bill would provide that the fee for an identification card issued to a person with an income level qualifying for specified assistance programs shall be \$6. The bill would provide for determination of eligibility to be made by a governmental or nonprofit entity, subject to regulations adopted by the department.

(6) This bill would declare that it is to take effect immediately as an urgency statute.

~~This bill would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2004.~~

Vote: ~~majority~~ ^{2/3}. Appropriation: ~~no~~-yes. Fiscal committee: ~~no~~-yes. State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 ~~SECTION 1. It is the intent of the Legislature to enact~~
- 2 ~~necessary statutory changes relating to the Budget Act of 2004.~~

1 SECTION 1. Section 14553.10 is added to the Government
2 Code, to read:

3 14553.10. On or before October 1 of each year, the
4 commission shall report to the Governor, the Department of
5 Finance, the Legislative Analyst, and the Chairs of the
6 transportation committees in the Assembly and Senate on the
7 amount of notes that the commission intends to issue for the
8 subsequent fiscal year.

9 SEC. 2. Section 7102 of the Revenue and Taxation Code is
10 amended to read:

11 7102. The money in the fund shall, upon order of the
12 Controller, be drawn therefrom for refunds under this part, credits
13 or refunds pursuant to Section 60202, and refunds pursuant to
14 Section 1793.25 of the Civil Code, or be transferred in the
15 following manner:

16 (a) (1) All revenues, less refunds, derived under this part at the
17 $4\frac{3}{4}$ -percent rate, including the imposition of sales and use taxes
18 with respect to the sale, storage, use, or other consumption of
19 motor vehicle fuel which would not have been received if the sales
20 and use tax rate had been 5 percent and if motor vehicle fuel, as
21 defined for purposes of the Motor Vehicle Fuel License Tax Law
22 (Part 2 (commencing with Section 7301)), had been exempt from
23 sales and use taxes, shall be estimated by the State Board of
24 Equalization, with the concurrence of the Department of Finance,
25 and shall be transferred quarterly to the Public Transportation
26 Account, a trust fund in the State Transportation Fund.

27 (A) For the 2001–02 fiscal year, those transfers may not be
28 more than eighty-one million dollars (\$81,000,000) plus one-half
29 of the amount computed pursuant to this paragraph that exceeds
30 eighty-one million dollars (\$81,000,000).

31 (B) For the 2002–03 fiscal year, those transfers may not be
32 more than thirty-seven million dollars (\$37,000,000) plus
33 one-half of the amount computed pursuant to this paragraph that
34 exceeds thirty-seven million dollars (\$37,000,000).

35 (C) For the 2003–04 fiscal year, no transfers shall be made
36 pursuant to this paragraph, except that if the amount to be
37 otherwise transferred pursuant to this paragraph is in excess of
38 eighty-seven million four hundred fifty thousand dollars
39 (\$87,450,000), then the amount of that excess shall be transferred.

1 (D) For the 2004–05 fiscal year, no transfers shall be made
2 pursuant to this paragraph, and of the amount that would
3 otherwise have been transferred, one hundred forty million dollars
4 (\$140,000,000) shall instead be transferred to the Traffic
5 Congestion Relief Fund as partial repayment of amounts owed by
6 the General Fund pursuant to Item 2600-011-3007 of the Budget
7 Act of 2002 (Chapter 379 of the Statutes of 2002).

8 (2) All revenues, less refunds, derived under this part at the
9 $4\frac{3}{4}$ -percent rate, resulting from increasing, after December 31,
10 1989, the rate of tax imposed pursuant to the Motor Vehicle Fuel
11 License Tax Law on motor vehicle fuel, as defined for purposes of
12 that law, shall be transferred quarterly to the Public Transportation
13 Account, a trust fund in the State Transportation Fund.

14 (3) All revenues, less refunds, derived under this part at the
15 $4\frac{3}{4}$ -percent rate from the imposition of sales and use taxes on fuel,
16 as defined for purposes of the Use Fuel Tax Law (Part 3
17 (commencing with Section 8601)) and the Diesel Fuel Tax Law
18 (Part 31 (commencing with Section 60001)), shall be estimated by
19 the State Board of Equalization, with the concurrence of the
20 Department of Finance, and shall be transferred quarterly to the
21 Public Transportation Account, a trust fund in the State
22 Transportation Fund.

23 (4) All revenues, less refunds, derived under this part from the
24 taxes imposed pursuant to Sections 6051.2 and 6201.2 shall be
25 transferred to the Sales Tax Account of the Local Revenue Fund
26 for allocation to cities and counties as prescribed by statute.

27 (5) All revenues, less refunds, derived from the taxes imposed
28 pursuant to Section 35 of Article XIII of the California
29 Constitution shall be transferred to the Public Safety Account in
30 the Local Public Safety Fund created in Section 30051 of the
31 Government Code for allocation to counties as prescribed by
32 statute.

33 (b) The balance shall be transferred to the General Fund.

34 (c) The estimates required by subdivision (a) shall be based on
35 taxable transactions occurring during a calendar year, and the
36 transfers required by subdivision (a) shall be made during the
37 fiscal year that commences during that same calendar year.
38 Transfers required by paragraphs (1), (2), and (3) of subdivision
39 (a) shall be estimated by the State Board of Equalization, with the

1 concurrence of the Department of Finance, and shall be made
2 quarterly.

3 (d) Notwithstanding the designation of the Public
4 Transportation Account as a trust fund pursuant to subdivision (a),
5 the Controller may use the Public Transportation Account for
6 loans to the General Fund as provided in Sections 16310 and
7 16381 of the Government Code. The loans shall be repaid with
8 interest from the General Fund at the Pooled Money Investment
9 Account rate.

10 (e) The Legislature may amend this section, by statute passed
11 in each house of the Legislature by rollcall vote entered in the
12 journal, two-thirds of the membership concurring, if the statute is
13 consistent with, and furthers the purposes of this section.

14 *SEC. 3. Section 7105 of the Revenue and Taxation Code is*
15 *amended to read:*

16 7105. (a) The Transportation Deferred Investment Fund is
17 hereby created in the State Treasury.

18 (b) On or before June 30, 2009, the Controller shall transfer an
19 amount from the General Fund to the Transportation Deferred
20 Investment Fund that is equal to the amount that was not
21 transferred from the General Fund to the Transportation
22 Investment Fund for the 2003–04 fiscal year because of the partial
23 suspension of the transfer pursuant to Section 14557 of the
24 Government Code, plus interest calculated at the Pooled Money
25 Investment Account rate relative to the amounts that would
26 otherwise have been available for the transportation programs
27 described in paragraphs (2) to (5), inclusive, of subdivision (c) of
28 Section 7104. *The amount to be transferred from the General*
29 *Fund to the Transportation Deferred Investment Fund shall be*
30 *reduced by the amount of any payment made to the Transportation*
31 *Deferred Investment Fund from any funding source, excluding*
32 *subdivision (d). The money deposited in the Transportation*
33 *Deferred Investment Fund pursuant to this subdivision is*
34 *continuously appropriated without regard to fiscal years for*
35 *disbursement in the manner and for the purposes set forth in this*
36 *section.*

37 (c) The Controller, from *the money deposited in the*
38 *Transportation Deferred Investment Fund pursuant to subdivision*
39 *(b), shall make transfers and apportionments of those funds in the*
40 *same manner and amounts that would have been made in the*

1 2003–04 fiscal year from the Transportation Investment Fund
2 pursuant to Section 7104, as that section read on January 1, 2003,
3 if the transfer of funds from the General Fund to the Transportation
4 Investment Fund had not been partially suspended for the 2003–04
5 fiscal year pursuant to Section 14557 of the Government Code.
6 However, in making those transfers and apportionments, the
7 Controller shall take into account and deduct therefrom any
8 transfers and apportionments that were made from the
9 Transportation Investment Fund in the 2003–04 fiscal year from
10 funds made available pursuant to subdivision (b) of Section 14557
11 of the Government Code. It is the intent of the Legislature that
12 upon completion of the transfer of funds pursuant to subdivision
13 (b) from the General Fund to the Transportation Deferred
14 Investment Fund that each of the transportation programs that was
15 to have been funded during ~~fiscal year~~ *the 2003–04 fiscal year*
16 from the Transportation Investment Fund pursuant to Section
17 7104 of the Revenue and Taxation Code shall have received the
18 amount of funding that the program would have received in the
19 absence of the suspension of the transfer pursuant to Section 14557
20 of the Government Code.

21 *(d) To the extent that funds are provided under clauses (iii) and*
22 *(v) of subparagraph (A) of subdivision (c) of Section 63048.65 of*
23 *the Government Code to the Traffic Congestion Relief Fund for*
24 *apportionment pursuant to subparagraphs (B) and (C) of*
25 *paragraph (2) of subdivision (c) of Section 7104, paragraph (4) of*
26 *subdivision (c) of Section 7104, and paragraph (5) of subdivision*
27 *(c) of Section 7104, the Controller shall deduct an equal amount*
28 *from any transfer of funds from the Transportation Deferred*
29 *Investment Fund made for those apportionments and transfer that*
30 *amount instead to the Traffic Congestion Relief Fund.*

31 *(e) The interest that is to be deposited in the Transportation*
32 *Deferred Investment Fund pursuant to subdivision (b) shall be*
33 *allocated proportionately to each program element in paragraphs*
34 *(2) to (5), inclusive, of subdivision (c) of Section 7104, based on*
35 *the amount that each program did not receive in ~~fiscal year~~ *the**
36 *2003–04 fiscal year due to suspension of the transfer pursuant to*
37 *Section 14557 of the Government Code.*

38 ~~(e)~~

39 *(f) The Legislature finds and declares that continued*
40 *investment in transportation is essential for the California*

1 economy. That investment reduces traffic congestion, assists in
2 economic development, improves the condition of local streets
3 and roads, and provides high-quality public transportation.

4 *SEC. 4. Section 7106 is added to the Revenue and Taxation*
5 *Code, to read:*

6 *7106. (a) On or before June 30, 2008, the Controller shall*
7 *transfer an amount from the General Fund to the Transportation*
8 *Deferred Investment Fund that is equal to the amount that was not*
9 *transferred from the General Fund to the Transportation*
10 *Investment Fund for the 2004–05 fiscal year because of the*
11 *suspension of the transfer pursuant to Section 14558 of the*
12 *Government Code, plus interest calculated at the Pooled Money*
13 *Investment Account rate relative to the amounts that would*
14 *otherwise have been available for the transportation programs*
15 *described in paragraphs (2) to (5), inclusive, of subdivision (c) of*
16 *Section 7104. The amount to be transferred from the General Fund*
17 *to the Transportation Deferred Investment Fund shall be reduced*
18 *by the amount of any payment made to the Transportation Deferred*
19 *Investment Fund from any funding source.*

20 *(b) The money deposited in the Transportation Deferred*
21 *Investment Fund pursuant to this subdivision is continuously*
22 *appropriated without regard to fiscal years for disbursement in the*
23 *manner and for the purposes set forth in this section.*

24 *(c) The Controller, from the money deposited in the*
25 *Transportation Deferred Investment Fund pursuant to subdivision*
26 *(a), shall make transfers and apportionments of those funds in the*
27 *same manner and amounts that would have been made in the*
28 *2004–05 fiscal year from the Transportation Investment Fund*
29 *pursuant to Section 7104, as that section read on January 1, 2003,*
30 *if the transfer of funds from the General Fund to the Transportation*
31 *Investment Fund had not been suspended for the 2004–05 fiscal*
32 *year pursuant to Section 14558 of the Government Code. It is the*
33 *intent of the Legislature that upon completion of the transfer of*
34 *funds pursuant to subdivision (a) from the General Fund to the*
35 *Transportation Deferred Investment Fund that each of the*
36 *transportation programs that was to have been funded during the*
37 *2004–05 fiscal year from the Transportation Investment Fund*
38 *pursuant to Section 7104 of the Revenue and Taxation Code shall*
39 *have received the amount of funding that the program would have*

1 received in the absence of the suspension of the transfer pursuant
2 to Section 14558 of the Government Code.

3 (d) The interest that is to be deposited in the Transportation
4 Deferred Investment Fund pursuant to subdivision (a) shall be
5 allocated proportionately to each program element in paragraphs
6 (2) to (5), inclusive, of subdivision (c) of Section 7104, based on
7 the amount that each program did not receive in the 2004–05 fiscal
8 year due to suspension of the transfer pursuant to Section 14558
9 of the Government Code.

10 SEC. 5. Section 163 of the Streets and Highways Code is
11 amended to read:

12 163. The Legislature, through the enactment of this section,
13 intends to establish a policy for the use of all transportation funds
14 that are available to the state, including the State Highway
15 Account, the Public Transportation Account, and federal funds.
16 For the purposes of this section, “federal funds” means any
17 obligational authority to be provided under annual federal
18 transportation appropriations acts. The department and the
19 commission shall prepare fund estimates pursuant to Sections
20 14524 and 14525 of the Government Code based on the following:

21 (a) Annual expenditures for the administration of the
22 department shall be the same as the most recent Budget Act,
23 adjusted for inflation.

24 (b) Annual expenditures for the maintenance and operation of
25 the state highway system shall be the same as the most recent
26 Budget Act, adjusted for inflation and inventory, or, when a
27 maintenance plan has been enacted pursuant to Section 164.6,
28 maintenance expenditures shall be based on planned expenditures
29 in that plan.

30 (c) Annual expenditure for the rehabilitation of the state
31 highway system shall be the same as the most recent Budget Act,
32 or, if when a long-range rehabilitation plan has been enacted
33 pursuant to Section 164.6, # shall be based on planned
34 expenditures in a that long-range rehabilitation plan prepared by
35 the department pursuant to Section 164.6.

36 (d) Annual expenditures for local assistance shall be the
37 amount required to fund local assistance programs required by
38 state or federal law or regulations, including, but not limited to,
39 railroad grade crossing maintenance, bicycle transportation
40 account, congestion mitigation and air quality, regional surface

1 transportation programs, local highway bridge replacement and
2 rehabilitation, local seismic retrofit, local hazard elimination and
3 safety, and local emergency relief.

4 (e) After deducting expenditures for administration, operation,
5 maintenance, local assistance, safety, and rehabilitation pursuant
6 to subdivisions (a), (b), (c), and (d), and for expenditures pursuant
7 to Section 164.56, the remaining funds shall be available for
8 capital improvement projects to be programmed in the state
9 transportation improvement program.

10 *SEC. 6. Section 164.6 of the Streets and Highways Code is*
11 *amended to read:*

12 164.6. (a) The department shall prepare a 10-year state
13 rehabilitation plan for the rehabilitation and reconstruction, or the
14 combination thereof, by the State Highway Operation and
15 Protection Program, of all state highways and bridges owned by
16 the state. The plan shall identify all rehabilitation needs for the
17 10-year period beginning on July 1, 1998, and ending on June 30,
18 2008, and shall include a schedule of improvements to complete
19 all needed rehabilitation during the life of the plan not later than
20 June 30, 2008. The plan shall be updated every two years
21 beginning in 2000. The plan shall include specific milestones and
22 quantifiable accomplishments, such as miles of highways to be
23 repaved and number of bridges to be retrofitted. The plan shall
24 contain strategies to control cost and improve the efficiency of the
25 program, and include a cost estimate for at least the first five years
26 of the program.

27 (b) *The department shall prepare a five-year maintenance plan*
28 *that addresses the maintenance needs of the state highway system.*
29 *The plan shall be updated every two years, concurrent with the*
30 *rehabilitation plan described in subdivision (a). The maintenance*
31 *plan shall include only maintenance activities that, if the activities*
32 *were not performed, could result in increased State Highway*
33 *Operation and Protection Program costs in the future. These*
34 *activities may include roadway, structural, and drainage*
35 *maintenance. The maintenance plan shall identify any existing*
36 *backlog in these maintenance activities and shall recommend a*
37 *strategy, specific activities, and an associated funding level to*
38 *reduce or prevent any backlog during the plan's five-year period.*
39 *The maintenance plan shall include specific goals and*
40 *quantifiable accomplishments, such as lane-miles of highway to be*

1 *repaved and the number of bridge decks to be sealed. The*
2 *maintenance plan shall contain strategies to control cost and*
3 *improve the efficiency of these maintenance activities, and include*
4 *a cost estimate for the five years of the plan.*

5 *(c) The rehabilitation plan and the maintenance plan shall*
6 *attempt to balance resources between State Highway Operation*
7 *and Protection Program activities and maintenance activities in*
8 *order to achieve identified milestones and goals at the lowest*
9 *possible long-term total cost. If the maintenance plan recommends*
10 *increases in maintenance spending, it shall identify projected*
11 *future State Highway Operation and Protection Program costs*
12 *that would be avoided by increasing maintenance spending. The*
13 *department's maintenance division shall develop a budget model*
14 *that allows it to achieve the requirements of this subdivision.*

15 *(d) The rehabilitation plan shall be submitted to the*
16 *commission for review and comments not later than January 31 of*
17 *each odd-numbered year, and shall be transmitted to the Governor*
18 *and the Legislature not later than May 1 of each odd-numbered*
19 *year. The maintenance plan shall be transmitted to the Governor,*
20 *the Legislature, and the commission not later than January 31 of*
21 *each odd-numbered year.*

22 *(e)*

23 *(e) The rehabilitation plan and the maintenance plan shall be*
24 *the basis for the department's budget request and for the adoption*
25 *of fund estimates pursuant to Section 163.*

26 *SEC. 7. Section 14902 of the Vehicle Code is amended to read:*

27 *14902. (a) Except as otherwise provided in ~~subdivision~~*
28 *subdivisions (b) and (c) of this section, subdivision (c) of Section*
29 *13002, and subdivision (c) of Section 14900, upon an application*
30 *for an identification card there shall be paid to the department a fee*
31 *of twenty dollars (\$20).*

32 *(b) An original or replacement senior citizen identification*
33 *card issued pursuant to subdivision (b) of Section 13000 shall be*
34 *issued free of charge.*

35 *(c) The fee for an original or replacement identification card*
36 *issued to a person who has been determined to have a current*
37 *income level that meets the eligibility requirements for assistance*
38 *programs under Chapter 2 (commencing with Section 11200) or*
39 *Chapter 3 (commencing with Section 12000) of Part 3 of, or Part*
40 *5 (commencing with Section 17000) of, or Article 9 (commencing*

1 with Section 18900) of Chapter 10 of Part 6 of, or Chapter 10.1
2 (commencing with Section 18930) or Chapter 10.3 (commencing
3 with Section 18937) of Part 6 of, Division 9 of the Welfare and
4 Institutions Code shall be six dollars (\$6). The determination of
5 eligibility under this subdivision shall be made by a governmental
6 or nonprofit entity, which shall be subject to regulations adopted
7 by the department.

8 (d) All fees received pursuant to this section shall be deposited
9 in the Motor Vehicle Account.

10 SEC. 8. This act is an urgency statute necessary for the
11 immediate preservation of the public peace, health, or safety
12 within the meaning of Article IV of the Constitution and shall go
13 into immediate effect. The facts constituting the necessity are:

14 In order to ensure adequate funding for the operation of state
15 government, it is necessary that this act take effect immediately.

O

AMENDED IN ASSEMBLY JULY 27, 2004
 AMENDED IN ASSEMBLY JUNE 29, 2004

SENATE BILL

No. 1099

Introduced by Committee on Budget and Fiscal Review

January 12, 2004

~~An act relating to the Budget Act of 2004. An act to add Section 14558 to the Government Code, relating to transportation, and declaring the urgency thereof, to take effect immediately.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 1099, as amended, Committee on Budget and Fiscal Review. ~~Budget Act of 2004~~ Sales taxes on motor vehicle fuels: suspension of transfer.

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

This bill, pursuant to Article XIX B, would suspend the transfer of motor vehicle fuel sales tax revenues from the General Fund to the Transportation Investment Fund for the 2004-05 fiscal year.

This bill would declare that it is to take effect immediately as an urgency statute.

~~This bill would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2004.~~

Vote: ~~majority~~ ^{2/3}. Appropriation: no. Fiscal committee: ~~no~~ yes. State-mandated local program: no.

The people of the State of California do enact as follows:

1 ~~SECTION 1. It is the intent of the Legislature to enact~~
2 ~~necessary statutory changes relating to the Budget Act of 2004.~~

3 *SECTION 1. Section 14558 is added to the Government Code,*
4 *to read:*

5 *14558. (a) The Legislature finds and declares that the*
6 *Governor has issued a proclamation pursuant to paragraph (1) of*
7 *subdivision (d) of Section 1 of Article XIX B of the California*
8 *Constitution declaring that the transfer of revenues from the*
9 *General Fund to the Transportation Investment Fund during the*
10 *2004–05 fiscal year pursuant to subdivision (a) of Section 1 of*
11 *Article XIX B would have a significant negative fiscal impact on*
12 *the range of functions of government funded by the General Fund*
13 *of the state.*

14 *(b) Pursuant to paragraph (2) of subdivision (d) of Section 1 of*
15 *Article XIX B, the transfer of revenues from the General Fund to*
16 *the Transportation Investment Fund that would otherwise be*
17 *required under subdivision (a) of Section 1 of Article XIX B is*
18 *hereby suspended for the 2004–05 fiscal year.*

19 *SEC. 2. This act is an urgency statute necessary for the*
20 *immediate preservation of the public peace, health, or safety*
21 *within the meaning of Article IV of the Constitution and shall go*
22 *into immediate effect. The facts constituting the necessity are:*

23 *In order to suspend the transfer of funds from the General Fund*
24 *to the Transportation Investment Fund for the 2004–05 fiscal year*
25 *pursuant to Section 1 of Article XIX B of the California*
26 *Constitution as quickly as possible, it is necessary that this act take*
27 *effect immediately.*

O



DATE: August 30, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Countywide Transportation for Livable Communities (TLC)
Program Guidelines

Background:

The Metropolitan Transportation Commission (MTC) administers funds for the Transportation for Livable Communities (TLC) program. The purpose of the program is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

Recently, MTC revised the TLC program to include a separate Countywide TLC component that allows the nine Bay Area Congestion Management Agencies (CMAs) to administer a percentage (based on population) of the TLC funds for countywide priority projects. Two-thirds of the new TLC program funds will now be available each cycle for regionally competitive planning, capital, and Housing Incentive Program (HIP) projects. One-third of the funds will be available for local planning and capital projects administered by the CMAs. Funding for the Solano County Countywide TLC Program is expected to be \$525,000 for the first cycle (FY05/06 to FY06/07) and \$1.6 million for cycle 2 (FY07/08 to FY08/09). There is also a small amount of \$25,000 per year available for planning related activities under the Transportation Planning Land Use Program (T-PLUS) administered by the STA.

Discussion:

In preparation for this initial allocation of County TLC Funds and the development of a Solano County TLC Plan, STA staff developed the Solano Countywide TLC Program Guidelines. Staff received comments from members of the TAC and a member from the STA's Pedestrian Advisory Committee. All comments have been considered and incorporated into the guidelines where appropriate. The TAC unanimously approved the TLC Guidelines with a revision to include an increased maximum of \$50,000 for TLC planning for each two-year period. The revised TLC Guidelines are attached for your reference.

Staff is working with the Alternative Modes Subcommittee to complete the TLC Plan as part of the Alternative Modes Element of the Comprehensive Transportation Plan. Staff will recommend a call for T-PLUS/TLC projects after the TLC Plan is approved in early fall. An estimated \$525,000 is estimated to be available for programming for TLC projects in this initial call for projects.

Fiscal Impact:

None to the STA General Operations Fund.

Recommendation:

Approve the Solano Countywide TLC Program Guidelines as specified in Attachment A.

Attachment:

A. Solano Countywide TLC Program Guidelines

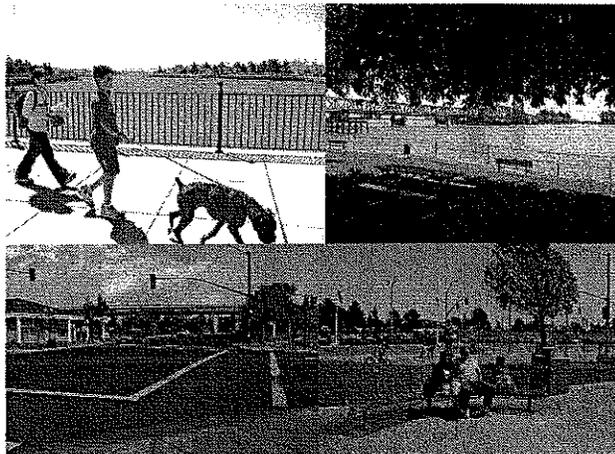
SOLANO TRANSPORTATION AUTHORITY

Solano Countywide
Transportation for Livable
Communities (TLC) Program

Guidelines

September 2004

(Updated 7/26/04)



DRAFT COUNTYWIDE TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM GUIDELINES

COMMUNITY DESIGN PLANNING PROGRAM

TRANSPORTATION PLANNING LAND USE SOLUTIONS (T-PLUS)

Program Description

The Community Design Planning Program funds community design and planning processes to retrofit existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create pedestrian, bicycle, and transit-friendly environments. The key objective of this program is to provide 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. Community design planning processes often lead to the development of capital projects that can compete for funding at a regional level. The community planning process typically results in transportation/land-use concept plans; streetscape design concept plans; detailed drawings, construction cost estimates, and implementation plans for specific capital projects.

Who Can Apply?

Community design planning grants are awarded on a competitive basis. Local governments, transportation agencies, and community-based nonprofit organizations may receive funding. Non-governmental organizations may act as the lead sponsor, but must partner with a local government agency to carry out the planning project. Grant recipients will be required to enter into a funding agreement with STA to carry out the project and attend a workshop on grant administration.

How Much Funding is Available?

The STA is planning to allocate a new range up to \$25,000 on an annual basis and a maximum of \$50,000 over a two year period per project for this program. A 20 percent local match is required. Local match is defined as the dollars used to match the planning work on the project. STA may consider allocating planning funds on a multiyear basis.

Eligible Activities

Project activities eligible for funding include 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 preparing concept plans, drawings and design guidelines for capital projects.

How will Projects be Evaluated?

Part One: Evaluation Criteria

1. Study Need

- a. Proposal includes an issue statement that clearly identifies the purpose and need of the planning project along with desired outcomes.
- b. Project pertains to a defined physical location.
- c. Project pertains to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit and community benefit through walkability, pedestrian safety, traffic calming, transit access, bicycle gap closure projects.

2. TLC Program Goals

- a. Project addresses one or more TLC program goals and demonstrates how well the goals are met.

3. Project Scope

- a. Project describes a collaborative planning process to be undertaken by identifying the:
 - community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations, nonprofits, community-based organization, etc.), local governmental agency, and the transit operator that will be involved and their roles
 - outreach strategy to solicit input from a diversity of participants
- b. Describe how the intended project outcomes include one or more of the following:
 - Community stakeholder participation and support
 - Plans for improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use
 - Plans for the development of higher density housing and mixed-use development near existing or planned transit infrastructure

4. Project Administration

- a. Project will result in a specific and clear work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process.
- b. Project will be completed within the Metropolitan Transportation Commission's (MTC) allocation schedule (a 1-2 year timeline). Project sponsor commits to begin the project immediately once the Commission approves the project. Note: once projects are underway, STA/MTC will consider time extensions if the project sponsor demonstrates progress on the planning process and demonstrates a real need for additional time to adequately conduct community outreach or technical analysis.
- c. Project sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible.

5. Solano Comprehensive Transportation Plan

- a. Project is an adopted TLC candidate project identified in the STA's Comprehensive Transportation Plan (CTP). Applicants may also reference the STA's Countywide Pedestrian Plan and the Countywide Bicycle Plan for pedestrian and bicycle friendly design concepts for consideration in their TLC candidate project scope. The Pedestrian and Bicycle Plan are part of the CTP's Alternative Modes Element.

Part Two: Additional Factors

If a project meets the evaluation criteria listed above, STA will use the following factors to further evaluate competing projects for TLC assistance:

1. **Project Innovation:** To what degree does the project demonstrate innovation in project scope and community outreach techniques? Is this project different in scope and type than other candidate projects?
2. **Land Use/Transportation Links:** To what degree does the project support the building of higher density housing and mixed uses developments, connectivity particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/corridors?
3. **Local Match:** To what degree is the local match beyond the required match offered as part of the proposed project's total cost? To what degree does the project use TLC funds to leverage other funding? To what degree does the sponsor provide in-kind services (staff time or costs) towards the project?
4. **Low-income Community:** Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?

Application Process

Step 1: STA issues a "call for projects" on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The planning proposal should include the amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), how project fulfills evaluation criteria shown above, preliminary scope of work that describes each itemized task to be undertaken and the resulting work product(s) per task, project budget and schedule for the project by itemized task/work product, and project area map and existing conditions photos.

Step 3: STA staff and representatives from STA's Alternative Modes/Screening Committee, approved by the STA Board, evaluates project proposals.

Step 4: The STA Board will approve Countywide TLC projects based upon the recommendations provided by a Alternative Modes/Screening Committee, STA staff, and available funding.

Step 5: Following approval, grant recipients will enter into a funding agreement with STA and attend a special workshop on community planning and grant administration.

CAPITAL PROGRAM

COUNTYWIDE TLC & TE CAPITAL PROGRAM

Program Description

The Capital Program funds transportation infrastructure improvements to pedestrian, bicycle and transit facilities. The key objectives of this program are to encourage pedestrian, bicycle and transit trips; support a community's larger infill development or revitalization effort; and provide for a wider range of transportation choices, connectivity, improved internal mobility, and stronger sense of place. Typical TLC capital projects include new or improved pedestrian facilities, bicycle facilities, transit access improvements, pedestrian plazas, traffic calming and streetscapes. Funds can be used for preliminary engineering (design and environmental), right-of-way acquisition, and/or construction.

Who Can Apply?

Capital Program grants are awarded on a competitive basis. Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds. Grant recipients will be required to take the capital project through the federal-aid process with Caltrans Local Assistance, and obligate or commit the federal funds by the regional obligation deadline specified by MTC. In addition, grant recipients will be required to attend a training workshop on project implementation and the federal-aid process.

How Much Funding is Available?

STA and MTC allocate federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvements Program, or Transportation Enhancements (TE) Funds toward the capital project. Grant amount ranges from \$50,000 to \$500,000 per project. A local match of 11.5 percent of the total TLC project cost is required.

Eligible Activities

Project activities eligible for funding include bicycle and pedestrian paths and bridges; on-street bike lanes; pedestrian plazas; pedestrian street crossings; streetscaping such as median landscaping, street trees, lighting, furniture; traffic calming design features such as pedestrian bulb-outs or transit bulbs; transit stop amenities; way-finding signage; and gateway features. While these discrete activities are eligible for funding, STA is looking for a transportation capital project that is well-designed, uses a variety of design features, results in numerous community benefits, and is part of a community's broader revitalization and development efforts.

How will Projects be Evaluated?

Part 1: Project Readiness Criteria

The following criteria will be used to evaluate whether a project will be able to meet the fund obligation deadline. Projects must secure a federal authorization to proceed with construction by the obligation deadline set by STA.

1. Has a collaborative planning process involving the local government agency, community stakeholders, transit district(s), and others affected by the project taken place? (If the

planning process has not been undertaken, please consider applying in a future cycle once the process is completed.)

2. Is the project fully funded with TLC capital funds? Is the project dependent upon other funding yet to be secured? Please provide a project budget showing all funding amounts and fund sources secured for the project, and describe how any funding shortfalls will be covered.
3. Is the project dependent upon another uncompleted major capital project?
4. What type of environmental document required by CEQA and NEPA will be (has been) prepared, and when would it be (was it) certified? What environmental issues may require more detailed study?
5. Is the project entirely within the local agency's right-of-way? Are any new right-of-way, permits or easements needed, and when would it be acquired (from non-TLC sources) if needed?
6. Is there a utility relocation phase within the project area but implemented separately from the project?
7. Have all affected departments within the local government agency, transit agency, and/or other public agency (1) been involved in the development of the project and (2) reviewed the project to ensure project feasibility?
8. Has your public works staff reviewed and approved the conceptual plan?
9. Is there significant local opposition that may prevent the project from meeting the funding obligation deadline?
10. Are there any pending lawsuits related to the project?

Part 2: Basic Eligibility Criteria

All basic eligibility criteria below must be met before a project can be reviewed according to the evaluation criteria under Part 3. Briefly describe how the project satisfies each criterion. Following grant approval, the project sponsor will submit a governing board approved resolution confirming the requirements described below have been met.

11. Project is adopted in the Solano Comprehensive Transportation Plan as part of the TLC Plan in the Alternative Modes Element
12. The funding request is greater than \$50,000 and less than \$500,000.
13. The project sponsor assures that a local match of at least 11.5 percent of the total project cost will be available.
14. The project sponsor agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the American with Disabilities Act (ADA).
15. The project is well-defined and results in a usable segment.
16. The project sponsor understands and agrees to the STA project delivery requirements as described below.
 - a. Federal funds through the TLC Capital Grants program are fixed at the programmed amount, therefore any cost increase would not be funded through TLC.

- b. Projects are to be designed and built consistent with the project description contained in the grant application, and if approved, as programmed in the Transportation Improvement Program (TIP).
- c. A field review with Caltrans Local Assistance and STA staff will be completed within six (6) months of grant approval.
- d. The appropriate NEPA document for the project will be certified through the office of Caltrans Local Assistance within twelve (12) months of grant approval.
- e. The project design drawings will be submitted to STA for review and comment at various design stages, typically 30%, 60%, 90%, and 100% submittals.
- f. Completed Plans, Specifications, and Estimates (PS&E) package will be submitted to STA, MTC, and Caltrans Local Assistance by no later than April 1 in the year of regional obligation deadline.
- g. Federal funds will be obligated by the fund obligation deadline established by STA or MTC for this grant cycle.
- h. The “before” and “after” photos of the project will be sent to STA for use in publications, press releases, reports, etc. about the TLC program.
- i. STA will be notified immediately to discuss potential project implications that will affect the delivery of the project.
- j. The project sponsor commits to maintaining the project.

Part 3: Capital Evaluation Criteria

If a project meets all the screening factors identified in Parts 1 and 2, it is evaluated according to the criteria shown below. For each category, a project will be assigned a “high”, “medium”, or “low” rating. Funding priority is based on the degree to which the project meets these criteria.

1. TLC Program Goals

- Project addresses one or more TLC program goals and demonstrates how well the goals are met.

2. Community Involvement

- Project resulted from an inclusive and collaborative planning process with community stakeholders, including low-income, minority community representatives (if applicable), as demonstrated by new or strengthened project partnerships, outreach efforts to a diversity of participants, and innovative planning techniques used to solicit public input.
- A planning document (such as a transportation-land use plan, urban design/landscape concept plan, design development plan, specific plan, general plan etc.) from which the project was derived, or a conceptual design illustrating the project, has been prepared and made available to the public for review and comment.

- Project is supported by the local agency (including planning, public works, engineering, traffic, and/or redevelopment departments/ agencies), transit operator(s), and community stakeholders who are affected by the project.

3. Project Impact

The project remedies a current or anticipated problem and will result in one or more of the following community benefits:

- a. Transit Corridor Improvements: promotes TLC related improvements for transit hubs, ferry terminals, rail stations, and park and ride facilities that support transit services (express bus, rail, ferry) along the I-80/680/780 & SR 12 corridors.
- b. Transportation Choices: project provides for a range of transportation options to access jobs, shopping, recreation and other daily needs.
- c. Pedestrian and Bicycle Access: project improves connectivity and direct pedestrian or bicycle access to the downtown, commercial core, neighborhood, or transit stop/corridor.
- d. Transit Access: project improves transit accessibility and connectivity to a major activity center.
- e. Safety and Security: project reduces the number of pedestrian/bicycle injuries and fatalities, and addresses safety and security concerns around transit facilities.
- f. Street Design: project promotes good street design to encourage pedestrian, bicycle and transit trips such as narrow traffic lanes, wide sidewalks, marked crosswalks, landscape buffers, etc.; promotes safe road-sharing between bicycles and vehicles; and complies with the American with Disabilities Act and applicable street design standards.
- g. Traffic Calming: project reduces driving speeds to facilitate safe pedestrian, bicycle, and vehicle travel and street crossings.
- h. Streetscape Design: project creates pedestrian, bicycle and transit friendly environments through street trees, landscape buffers, pedestrian-scaled lighting, wide sidewalks, etc.
- i. Community Design: project enhances the look and feel of the community and fosters a strong sense of place through upgrades to the physical environment and cohesive designs of streets, buildings, and public spaces.
- j. Air Quality: project improves mobility via walking, biking, or taking transit, and thus reduces vehicle trips and improves air quality.
- k. Economic Development: project acts as a catalyst to generate local economic development opportunities, particularly within disadvantaged communities.

4. Land Use Links

- Describe how the proposed project supports channeling new growth to areas of the region with established infrastructure and existing residential development, employment centers, and other major activity centers such as retail and cultural facilities.

- Describe how the proposed project is located in a project area that is currently zoned, or will be rezoned, to support the development of a diverse mix of housing (particularly high-density, affordable, and/or mixed-income developments), retail, commercial, or office uses.
- Describe how the proposed project is located in a project area where major transit infrastructure exists or is planned in to serve the land use developments.
- Describe how the proposed project directs investment to a traditionally low-income community, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole.

Application Process

Step 1: STA issues a “call for projects” on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The project proposal should include amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), detailed description of the specific capital improvements to be funded by TLC, how project fulfills evaluation criteria shown above, project finance plan for preliminary engineering, right-of-way and construction phases, project schedule for preliminary engineering, right-of-way and construction phases, and project area map and photos.

Step 3: STA evaluates project proposals with assistance from representatives from STA’s Screening Committee, approved by the Alternative Modes Committee.

Step 4: The STA Board will approve Countywide TLC projects based upon the recommendations provided by a Screening Committee, STA staff, and available funding.

Step 5: Following approval, grant recipients will submit to STA a board-approved resolution demonstrating commitment to fund and build the project and attend a workshop on project implementation and the federal-aid process. Grant recipients will be required to take the TLC capital project through the federal-aid process with Caltrans Local Assistance and comply with STA’s project review process. Funds returned to STA for any reason will be reprogrammed according to Commission policy.



DATE: August 30, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA Board Review and Updates of Priority
Projects/Overall Work Plan for FY 2004-05 and FY 2005-06

Background:

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board adopted its priority projects for Fiscal Years 2002/03 and 2003/04 consistent with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year work plan. Subsequently, staff identified the fund sources and budget allocated for each of these projects/programs and on November 13, 2002 the STA Board amended and updated its list of 35 Priority Projects. Of the 35 projects, 28 were funded as of FY 2002/03. Six projects were targeted for funding in FY 2003/04 and one project remained unfunded.

Discussion:

In follow up to the STA Board's approval of the FY 2004/05 and 2005/06 budget in July 2004, staff is reviewing and updating all of the priority projects contained in the STA Overall Work Plan. This topic will be presented in a workshop styled format at the STA Board meeting of September 8th to provide members of the STA Board with the opportunity to query staff, discuss various projects and set priorities. Attached for review, discussion and input by the Transit Consortium and STA TAC is the current list of the STA's Priority Projects that was approved for FY 2003/04 and 2004/05. STA staff will be discussing this list in preparation for the TAC and Consortium and will provide an update under separate cover. This current list includes the previous 35 item list of STA Board adopted priority projects. Recently completed projects and studies, such as the I-80/I-680/I-780 Major Investment and Corridor Study and Senior/Disabled Transit Study, will be deleted and/or modified to reflect updated project studies.

Following discussion and direction by the STA Board, staff will prepare an updated list of the STA's Priority Projects and will reauthorize the item for action by the Transit Consortium, STA TAC and STA Board. This will allow staff the requisite time necessary to evaluate the fund sources and resources available to the STA and develop a comprehensive plan to fund the STA Board's priority projects over the next few years.

Recommendation:
Informational

Attachment:

- A. STA's Draft Priority Projects for Fiscal Years 2003-04, 2004-05 and 2005-06
(Under separate cover)



DATE: August 30, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Funding the Comprehensive Transportation Plan (CTP)

Background:

In July 2003, the Solano Transportation Authority (STA) initiated an update to the Solano County Comprehensive Transportation Plan (CTP). The update to the CTP will enable the STA to incorporate the results of several significant county transportation studies and plans that have been undertaken and completed since the STA adopted its original CTP in May of 2002. The recently completed studies include the I-80/I-680/I-780 Major Investment and Corridor Study, the I-80/680/780 Transit Corridor Study, the Senior and Disabled Transit Study, the County Pedestrian Plan and the Countywide Transportation for Livable Communities Plan. With the completion of these planning efforts, more comprehensive and current project costs have been identified and specific project and program priorities have been established for highway and freeway improvements, new and expanded transit service, and for transportation investment that encourages the increased use of transit, bicycling and walking.

FUNDING SHORTFALL

The Comprehensive Transportation Plan identifies an aggregate cost of \$4.6 billion to fund the maintenance and operations of the Solano County's current transportation system and to construct and implement the various projects and programs identified in this 25-year planning document to meet the current and future mobility needs of Solano County's growing population. Concurrently, a total of \$1.3 billion in local, regional, state, and federal transportation funds are estimated to be available to Solano County over this same timeframe leaving an estimated \$3.3 billion funding shortfall.

CURRENT STA PRIORITIES FOR FUNDING

The past few years, the STA Board has prioritized specific projects for federal earmarks to be pursued as part of the STA's advocacy efforts and for State Transportation Improvement Program (STIP) funds programmed by the STA every two years as part of the five year STIP program. The STA has the following four established project priorities for annual federal appropriations funds and the six-year federal reauthorization process:

- I-80/I-680/SR 12 Interchange
- Jepson Parkway
- Vallejo Station
- Fairfield/Vacaville Rail Station

In previous years, the STA has landed federal appropriations earmarks for the Vallejo Station and the Fairfield/Vacaville Rail Station. In 1998, the STA received a Federal Reauthorization earmark for the Jepson Parkway and both the I-80/I-680/SR 12 Interchange and Jepson Parkway have been slated to receive earmarks as part of the House version of the Federal Reauthorization bill in 2004.

As part of the programming of the 2002 and 2004 STIPs, the STA Board identified the following projects as priorities for funding:

- I-80/I-680/SR 12 Interchange and North Connector
- Jepson Parkway
- Vallejo Station
- Commuter/Inter-city Rail Stations & Track Improvements for the CCJPB
- Fairfield/Vacaville Rail Station
- Benicia Intermodal
- Dixon Intermodal

Historically, Solano County is estimated to receive an average of \$10 million per year in STIP funds. Due to the recent state fiscal crisis, no new programming capacity was added to the 2004 STIP resulting in Solano County receiving no new STIP funds in FY 2003/04 and 2004/05.

Since 1998, the STA has also programmed federal STP/CMAQ funds under the regional guidelines set by the Metropolitan Transportation Commission (MTC) for the Bay Area's nine county region. During this timeframe, the STA allocated these federal cycle funds for corridor management projects, streets and roads maintenance, local safety projects, and bicycle projects. Specific corridor management projects funded were phase 2 of the Fairfield Transportation Center and park and ride lots in Fairfield, Vacaville and Vallejo. The STA also programs Eastern Solano CMAQ funds in the Sacramento Air Basin portion of Solano County. Historically, these funds have been allocated for park and ride lots, bicycle projects, and Vacaville's electric vehicle program. This year, the STA Board funded the Dixon Intermodal Project, Rio Vista's Main Street and Waterfront Improvements and SNCI. Historically, federal cycle funds are programmed by the STA every two to three years based on the amount of federal funds available to the region.

Since 1993, the STA has programmed Solano County Transportation Development Act (TDA) Article 3 funds in partnership with the Bicycle Advisory Committee (BAC) through the development and annual updating of a five-year implementation plan. The STA programs an estimated \$240,000 of TDA Article 3 funds annually.

The STA also serves as the program manager for Solano County's share of the Bay Area Air Quality Management District's Transportation Funds for Clean Air (TFCA) program. The TFCA funds are allocated based on 60% for the regional competitive program and 40% for the county level program manager funds managed by the Bay Area's nine congestion management agencies. The STA receives an estimated \$350,000 annually for Solano County's share of this program. Since 2000, the STA Board has dedicated an increasing percentage of these funds to support the rideshare incentives and marketing programs of Solano Napa Commuter Information. An estimated 65% to 75% of these funds have been dedicated to SNCI. The remaining funds

have been allocated to bicycle projects, support for Transit Route 30, and alternative fuels projects.

The STA also partners with the Yolo/Solano Air Quality Management District (YSAQMD) to provide annual project recommendations for TFCA and AB 8 funds programmed by the YSAQMD.

Regional Measure 2, approved by Bay Area voters, added a 3rd dollar to the seven state-owned Bay Area bridges to fund a series of transit and congestion relief projects with a nexus to these bridge corridors. Solano County is scheduled to receive capital funding for the I-80/I-680/SR 12 Interchange (\$100 million), the Vallejo Station (\$28 million), the Fairfield/Vacaville Rail Station and track improvements (\$25 million), and Solano County Express Bus Intermodal Stations (\$20 million), and operating funds for Express Bus Services on the I-80 and I-680 corridors and the Vallejo Ferry.

Discussion:

The update of the Solano Comprehensive Transportation Plan is scheduled to be completed as a draft by December 2004. The three elements of the plan (Highways, Transit and Alternative Modes) are scheduled to be submitted to the STA Board in October. A key policy discussion for the STA Board to consider is how to strategically fund the priority projects and programs identified in the CTP update.

Currently, priority projects have been identified to guide the allocation of STIP funds and the pursuit of federal earmarks. The recently completed I-80/I-680/I-780 Major Investment and Corridor Study identified a list of 50 freeway and highway improvements to guide the allocation of future local, regional, state, and federal funding. Both the I-80/I-680/I-780 Transit Study and Senior/Disabled Transit Studies identified short range and long range implementation strategies. The Countywide Bicycle Plan identifies a list of five countywide bicycle projects as priorities for TDA Article 3 and competitive bicycle grants.

The updated CTP will identify a number of critical transportation improvements ranging from maintenance of local streets and roads to highways improvements to expansion of transit alternatives. Recent decisions by the Metropolitan Transportation Commission will result in large increases in regional funding for countywide bicycle and pedestrian projects, and Transportation for Livable Communities (TLC) projects that encourage greater utilization of transit, bicycling and walking. Solano County's priorities for future federal and state funding such as the I-80/I-680/SR 12 Interchange, identified in the MTC's Regional Transportation Plan (titled "T-2030"), will require long term commitments of Regional Transportation Improvement Program (RTIP) funds by the STA (Solano County's apportionment of STIP funds) in order to leverage large amounts of Interregional Transportation Improvement Program (ITIP) funds. ITIP funds are allocated by the California Transportation Commission based on the recommendations of Caltrans.

In order to facilitate and accelerate the implementation of high priority elements of the CTP, staff recommends the STA Board, TAC, Transit Consortium and pertinent advisory committees discuss the development of short term and long term funding strategies for priority projects based on the project and program priorities identified in the updated CTP. At the Board meeting, staff

will provide an overview of the key funding sources allocated by the STA and a preliminary list of priority projects currently identified in the CTP.

Recommendation:
Informational

*Agenda Item X.C
September 8, 2004*



DATE: August 30, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano/Napa Multi-Modal Travel Demand Model Status
(Phase 1)

Background:

Since January 2003, DKS Associates has been under contract with the STA to develop a new multi-regional, multi-modal "baseline" travel demand model for Solano and Napa counties that will be forecasting traffic to the year 2030. The Solano/Napa Model Committee, consisting of modelers and planners from the cities and county of Solano and Napa, has been meeting monthly with the consultants to develop the new model.

The new model is being developed under the "TP+/Cube" program and will replace STA's current "Tranplan" traffic model that was originally developed in the early 1990's (and updated in 2001) as part of the monitoring requirements of the Solano Congestion Management Program (CMP). The traffic model is intended to be used for long term and countywide modeling needs of the STA and member agencies including corridor studies, environmental impact reports, general and specific plans and transit studies.

This model is designed to replicate travel behavior in Solano and Napa Counties, within a 16-county area including the Bay Area, Sacramento Region, San Joaquin County and Lake County. Because the model contains a much larger multi-regional area than STA's current model, the traffic forecasts at the outer gateways of the county (e.g. SR 12 in Rio Vista and I-80 in Dixon) will be more accurate. The model complies with the standards and guidelines established by Caltrans and MTC for regional and countywide models.

The model development has been provided regular input from the Model Committee. The consultants and committee have been meeting on a monthly basis and are in the final stages of completing Phase 1, the traffic component of the model.

A new traffic analysis zone structure and roadway network has been developed for the entire 16-county area. The model has been validated to year 2000 traffic volumes on major roadways within Solano and Napa counties. Local land use data, provided by the cities and county, have been used to develop trip generation inputs in both Solano and Napa counties consistent with U.S. Census data, recent traffic counts from key check points in the two counties and Association of Bay Area Governments (ABAG) Projections 2003 housing and job forecasts.

Discussion:

The DKS consultant team has been working to achieve a successful highway assignment model, which incorporates Napa and Solano County travel patterns into the wider multi-region. Working with the Solano/Napa Model Committee and with individual staff members and modelers from the participating cities and counties has greatly improved the value and accuracy of the new model.

Staff and consultants had various discussions with planners in each of the eight STA member agencies to review local general plan land use data projections for consistency with ABAG Population Projections regional data. In order to provide a base travel model that is consistent with regional travel model guidelines and acceptable to MTC and Caltrans for projecting traffic volumes and building highway projects along the major corridors throughout Solano County, the decision was made by the Model Committee (with support from the Solano County Planning Director's Group) to provide information consistent with ABAG's *Projections 2003* population and employment forecasts. This is being done to create a baseline model so that related highway studies and projects (such as the I-80/I-680/SR 12 interchange) can be based on this model.

STA staff and consultants gave each local jurisdiction the opportunity to adjust the projections so that growing areas within each jurisdiction can be better incorporated into the model. The jobs and housing data requested from each model committee member was based on the actual amount of land use or actual rate of growth expected to occur in each member agency's general plan (for each traffic analysis zone) over the next 25 years, consistent with historic trends and *ABAG Projections 2003*.

This is a regional "baseline" model and is used as a tool to compare traffic volumes and congestion between what is currently occurring and what is expected in 5-year increments through 2030 (based on future expected growth factors). Therefore, it is important to provide consistent and realistic projections for the number of housing units and jobs that are likely to occur countywide so that future transportation facilities are appropriately sized to meet future needs. Therefore, the model committee assumed that some of the potential development (currently envisioned or allowed in some general plans) would most likely occur beyond the 2030 timeframe of this model. If some planned development actually occurs sooner than initially expected, it would be reflected in the next model update that would usually occur about every three to five years.

One consistency target is to have resulting household and employment projections within a 5 percent countywide control total of the regional projections. Therefore, each member agency provided projections that would result in local forecasts that are within about 5 percent of ABAG totals for each jurisdiction. The committee and consultant team were then able to make final adjustments (with input from each member agency) to achieve countywide consistency (see Attachment C: "Year 2030 Land Use Comparison By Jurisdiction (Solano County)").

In the next three months, the consultants will be completing the Phase 1 highway traffic model and preparing forecasts for review and refinement by the Model Committee. The initial forecasts have been developed and are being reviewed by the Model Committee.

Staff is planning to have the consultants present this topic at this STA Board on October 13, 2004 to provide an overview of the new model. Staff encourages each Board Member to discuss the model with their jurisdiction's member of the Model Committee, STA TAC member and/or Planning Director.

Some of the initial work needed to prepare a Phase 2 Model (transit rider forecast) has also been started, but will need additional time and resources to complete. The necessary steps and approach to completing a model design for Phase 2 will be developed as part of the completion of the Phase 1 model.

Attached is a more detailed "Summary Progress Report" prepared by DKS consultants.

Recommendation:

Informational

Attachments:

- A. Summary Progress Report – Development of Solano/Napa Travel Model, August 13, 2004
- B. Year 2030 Land Use Comparison By County
- C. Year 2030 Land Use Comparison By Jurisdiction (Solano County)

MEMORANDUM

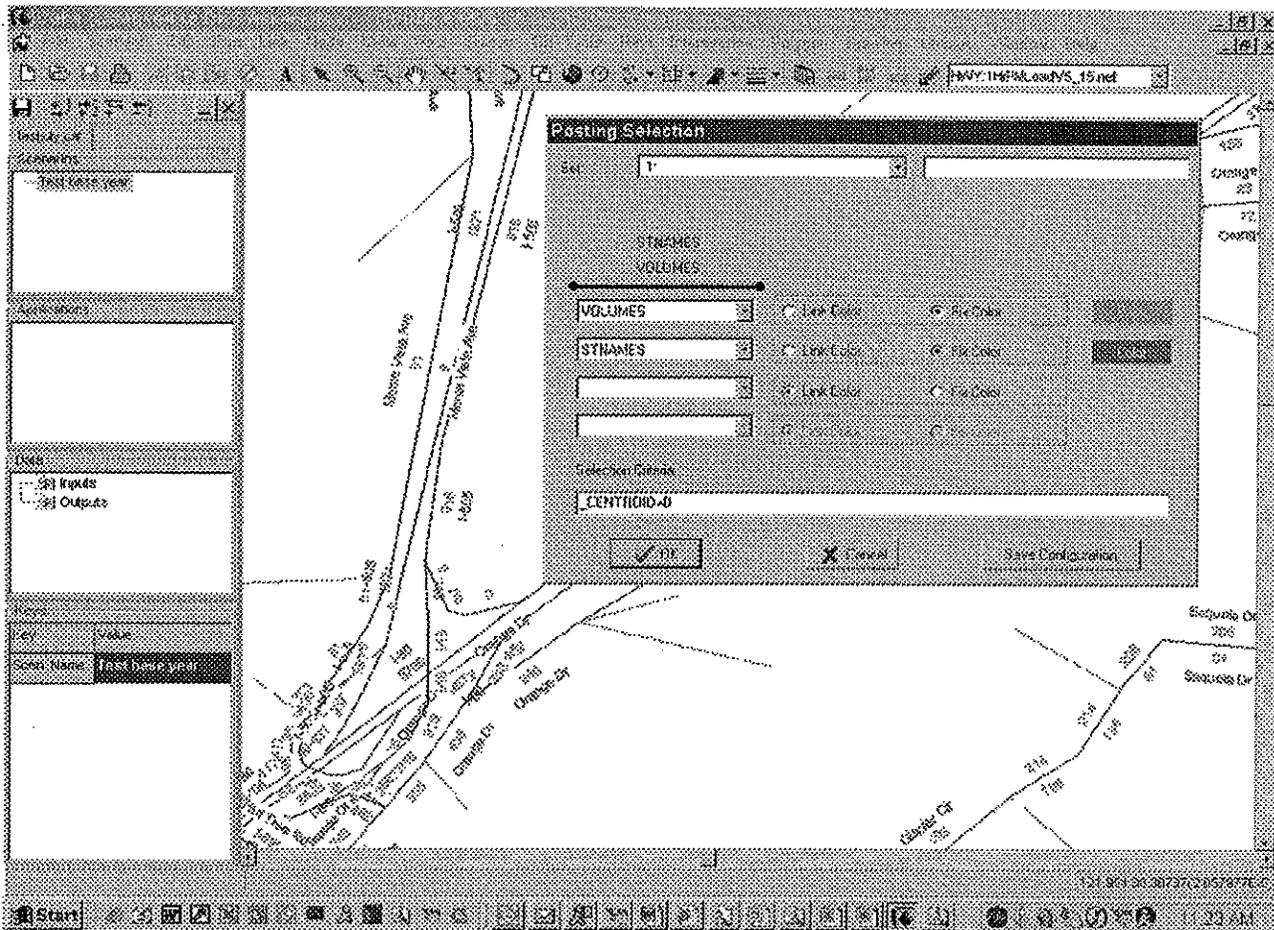
TO: Dan Christians, Solano Transportation Authority
FROM: Joe Story
DATE: August 13, 2004
SUBJECT: Project Summary and Proposed Completion of the Solano/Napa Travel Model Development Project

The development of the Solano/Napa travel model has been underway since January of 2003. The travel model is designed to replicate the super-regional travel behavior that occurs in Solano and Napa counties, which are situated between the Bay Area, the Sacramento region, San Joaquin County and Lake County. These movements are particularly critical to understand as specialists develop forecasts for future conditions; the rapid growth in each county and region will create changes in travel patterns in the future and these changes also need to be understood. As the travel movements between the counties and these areas have not be adequately examined in any prior countywide or regional model, this model represents a new approach to the inter-regional forecasting trends.

Part of the unique design of this model is to use local land use data for trip generation inputs in both Solano and Napa counties. Although regional model structures look at demographic characteristics such as households and jobs, this model was designed to work with local land use databases kept by each jurisdiction (using square footages, number of units or acreages). Because each jurisdiction inventories land uses according to different categories, a unique conversion system for trip generation for each jurisdiction was developed. Further, highway networks and geography for each area are defined differently and these differences were rectified with a new traffic analysis zone structure and 16-county roadway network.

The travel model has also been developed in a manner that will make it easier for reviewers to understand. The model road segments have been redesigned to more accurately represent an actual street map, and the street names have been attached to local links. The travel model has also been developed to be viewable in Cube software, which also allows for color coding. An example of the I-80/I-505 interchange area as shown with this software is shown on the following page.

The travel model has been calibrated according to year 2000 travel patterns, and validated to year 2000 traffic volumes on major roadways around Napa and Solano Counties. The calibration focused on "screenlines" (the gateways between different areas within counties or at county lines), with most screenlines between 0 and 15 percent of counts. Individual roadway traffic counts have also been compared to model volume estimates for the year 2000 base year and most arterial roadways are within 200 vehicles of counts, and most freeways are within 800 vehicles of counts.



Within the past two months, DKS has worked with local jurisdictions to bring the land use assumptions from 2030 into compliance with ABAG Projections 2003. The results of this are that both the housing and employment forecasts for each county are within five percent on a countywide basis. As these numbers are now in reasonable compliance, the draft 2030 model assignments have been prepared, and can be found at the end of this memorandum.

The results of the 2030 assignment show some interesting results, some of which may be surprising to the TAC:

- The commute to the central Bay Area is projected to grow. This is primarily due to regional forecasts of new jobs in the core regions, which create a generally stronger southward “pull” in the future. Generally, this increase is about 40 percent across the Benicia and Carquinez Bridges. More interestingly, the reverse peak direction is projected to skyrocket, with these bridge volumes increasing by more than 100 percent by 2030.
- Another serious traffic problem is related to east-west traffic heading to and from Sonoma County. The growth in population and employment in Sonoma County, combined with limited population growth in Marin County creates a strong east-west pattern in and out of Sonoma County by 2030. The result is that traffic on east-west facilities such as SR 37 and

SR 12 west of Fairfield show considerable congestion in 2030 that is significantly beyond the carry capacities of these roadways.

- Traffic volumes on I-80 are generally at the lowest point between Dixon and Vacaville in 2030. East of this point, the model shows increasing traffic in the peak direction (eastbound towards Sacramento in the morning and westbound away from Sacramento in the afternoon).

Specifically, the proposed schedule for the model is as follows:

- 1. Circulate Draft 2030 Forecasts for review.** Based on comments received by local jurisdictions staff, DKS would revise the 2030 forecasts and circulate them for refinement and approval. If directed by the TAC on August 25th, the STA Board would review the model forecasts on September 8th, 2004.
- 2. Complete and document the Phase 1 model.** While refinement and approval is proceeding, DKS would prepare the draft documentation. Once the forecasts and model are given a satisfactory review, DKS would revise documentation and publish it in final form.
- 3. Develop a model design for the Phase 2 model.** DKS will prepare a Phase 2 Model Strategy paper outlining the steps and recommended approach to achieving a Phase 2 model that would include the multi-modal component for transit alternatives.

YEAR 2030 LAND USE COMPARISON BY COUNTY

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
NAPA COUNTY												
ABAG (Proj 2003)			57,230	153,400	14,650	34,040	15,840	6,030	18,430			88,990
Local Data	48,759	11,074	59,834	157,440	14,465	30,452	17,234	6,560	14,366	2,744		85,841
Difference			2,604	4,040	-185	-3,588	1,394	530	-1,300			-3,149
Difference %			4.5%	2.6%	-1.3%	-10.5%	8.8%	8.8%	-7.1%			-3.5%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
SOLANO COUNTY												
ABAG (Proj 2003)			193,370	577,300	42,850	58,480	76,150	3,210	23,990			204,680
Local Data	146,309	44,769	191,078	563,974	41,433	47,266	83,986	1,205	25,004	8,616		207,532
Difference			-2,292	-13,326	-1,417	-11,214	7,836	-2,005	8,630			2,852
Difference %			-1.2%	-2.3%	-3.3%	-19.2%	10.3%	-62.5%	40.1%			1.4%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
NAPA + SOLANO												
ABAG (Proj 2003)			250,600	730,700	57,500	92,520	91,990	9,240	42,420			293,670
Local Data	195,068	55,844	250,912	721,414	55,898	77,718	101,220	7,765	39,390	11,360		293,373
Difference			312	-9,286	-1,602	-14,802	9,230	-1,475	8,330			-297
Difference %			0.1%	-1.3%	-2.8%	-16.0%	10.0%	-16.0%	19.6%			-0.1%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
City of Napa												
ABAG (Proj 2003)			36,260	95,400	10,370	17,950	7,860	770	7,890			44,840
Local Data	28,165	7,903	36,068	95,545	9,120	15,601	8,567	2,053	3,271	2,744		41,557
Difference			-192	145	-1,250	-2,149	707	1,283	-1,875			-3,283
Difference %			-0.5%	0.2%	-12.1%	-12.0%	9.0%	166.6%	-23.8%			-7.3%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
Napa Unincorporated												
ABAG (Proj 2003)			20,970	58,000	4,280	16,090	7,980	5,260	10,540			44,150
Local Data	20,595	3,171	23,766	61,896	5,345	14,651	8,667	4,506	11,115	0		44,284
Difference			2,796	3,896	1,065	-1,439	687	-754	575			134
Difference %			13.3%	6.7%	24.9%	-8.9%	8.6%	-14.3%	5.5%			0.3%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
NAPA COUNTY												
ABAG (Proj 2003)			57,230	153,400	14,650	34,040	15,840	6,030	18,430			88,990
Local Data	48,759	11,074	59,834	157,440	14,465	30,452	17,234	6,560	14,366	2,744		85,841
Difference			2,604	4,040	-185	-3,588	1,394	530	-1,300			-3,149
Difference %			4.5%	2.6%	-1.3%	-10.5%	8.8%	8.8%	-7.1%			-3.5%

DKS Associates

TRANSPORTATION SOLUTIONS

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale Trade	Total
City of Benicia											
ABAG (Prq 2003)			11,980	31,200	3,480	3,560	7,240	120	5,060		19,460
Local Data	8,186	3,756	11,942	31,408	1,536	2,157	7,658	0	8,851	1,675	19,878
Difference			-38	208	-1,944	-1,403	418	-120	3,466		418
Difference %			-0.3%	0.7%	-55.9%	-39.4%	5.8%	-100.0%	68.5%		2.1%
City of Dixon											
ABAG (Prq 2003)			10,860	34,300	1,180	1,910	1,410	950	1,920		7,370
Local Data	9,089	1,536	10,626	33,805	1,450	1,699	1,376	1,112	1,667	515	7,819
Difference			-234	-695	270	-211	-34	162	262		449
Difference %			-2.2%	-2.0%	22.9%	-11.0%	-2.4%	17.0%	13.7%		6.1%
City of Fairfield											
ABAG (Prq 2003)			47,180	144,700	14,200	17,050	31,760	520	3,640		67,170
Local Data	32,793	12,808	45,601	136,808	11,680	16,425	35,948	0	2,300	2,088	68,463
Difference			-1,579	-7,892	-2,520	-625	4,188	-520	748		1,293
Difference %			-3.3%	-5.5%	-17.7%	-3.7%	13.2%	-100.0%	20.6%		1.9%
City of Rio Vista											
ABAG (Prq 2003)			7,560	18,500	1,280	2,910	1,350	160	290		5,970
Local Data	7,921	1,162	9,084	22,840	1,094	1,839	2,596	10	2,254	16	7,609
Difference			1,524	4,340	-166	-1,271	1,246	-150	1,980		1,639
Difference %			20.2%	23.5%	-13.2%	-43.7%	92.3%	-93.8%	682.9%		27.5%
City of Vacaville											
ABAG (Prq 2003)			43,600	132,800	9,860	14,270	14,030	270	6,000		44,430
Local Data	40,213	2,352	42,565	130,840	10,742	11,468	18,875	0	4,695	837	46,817
Difference			-1,035	-11,160	882	-2,802	4,845	-270	-467		2,487
Difference %			-2.4%	-1.5%	8.9%	-19.8%	34.5%	-100.0%	-7.8%		4.9%
City of Vallejo											
ABAG (Prq 2003)			55,500	163,000	11,370	15,750	18,390	90	6,400		52,000
Local Data	34,458	21,073	55,531	159,678	12,137	12,079	16,592	0	6,687	2,228	49,724
Difference			31	-3,322	767	-3,671	-1,798	-90	2,515		-2,276
Difference %			0.1%	-2.0%	6.7%	-23.3%	-9.8%	-100.0%	39.3%		-4.4%
Suisun City											
ABAG (Prq 2003)			11,060	36,100	1,260	3,010	1,960	420	610		7,260
Local Data	8,891	2,064	10,955	35,168	2,591	1,292	845	0	208	1,251	6,188
Difference			-105	-932	1,331	-1,718	-1,115	-420	849		-1,072
Difference %			-0.9%	-2.6%	105.7%	-57.1%	-56.9%	-100.0%	139.2%		-14.8%
Solano Unincorporated											
ABAG (Prq 2003)			5,630	16,700	240	20	10	680	70		1,020
Local Data	4,756	17	4,773	13,625	203	505	96	84	340	5	1,234
Difference			-857	-3,075	-37	485	86	-596	276		214
Difference %			-15.2%	-18.4%	-15.4%	2426.4%	864.9%	-87.7%	393.7%		21.0%
SOLANO COUNTY											
ABAG (Prq 2003)			193,370	577,300	42,850	58,480	76,150	3,210	23,990		204,680
Local Data	146,309	44,769	191,078	563,974	41,433	47,266	83,986	1,205	25,004	8,616	207,532
Difference			-2,292	-13,326	-1,417	-11,214	7,836	-2,005	9,630		2,852
Difference %			-1.2%	-2.3%	-3.3%	-19.2%	10.3%	-62.5%	40.1%		1.4%

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DATE: August 27, 2004
TO: STA Board of Directors
FROM: Mike Duncan, Director of Projects
RE: Highway Projects Status Report:

- 1) I-80/I-680/SR 12 Interchange
- 2) North Connector
- 3) I-80/I-680/I-780 MIS/Corridor Study
- 4) I-80/I-680/I-780 Transit Corridor Study
- 5) Caltrans Auxiliary Lanes Project
- 6) Jepson Parkway
- 7) Highway 37
- 8) Highway 12 (Jameson Canyon and 12/29 Interchange)
- 9) Highway 12 (East)
- 10) I-80 Widening (Dixon to Vacaville)

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The Governor signed the FY 2004-05 Budget in early August. The budget provides continued funding for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The budget also provides additional funding for the State Highway Account for the State Transportation Improvement Program (STIP). However these funds are dependent on Indian Gaming initiatives on the November ballot and no proposal has been made on how new STIP allocations may proceed. The CTC announced that new STIP allocations are suspended until at least December 2004. The I-80/I-680/SR 12 environmental studies, the North Connector environmental studies, the Jameson Canyon environmental studies and the purchase of a ferry are all funded through the TCRP and have continued to receive reimbursements from the state and will receive allocated funding in FY 2004-05.

The Federal TEA-21 Reauthorization has been delayed in Congress and is unlikely to be passed before the November election. Federal funding has continued at TEA-21 levels for funds coming to the region; however, new Federal earmarks (I-80/I-680/SR 12 Interchange, Jepson Parkway, and Jameson Canyon) are unavailable until TEA-21 Reauthorization is passed by Congress.

Discussion:

The following provides an update to major highway projects in Solano County:

1) *I-80/I-680/SR 12 Interchange PA/ED.* The environmental phase of this project is totally funded by a TCRP grant (\$8.1M) and funds have been allocated by the CTC. The environmental studies are underway by a joint venture of MTCO/Nolte. The Environmental Scoping Meeting and transportation "open house" were held on May 12, 2003. The Cordelia Truck Scales Relocation Study is complete and the STA Board of Directors recommended to the State to construct new scales within the I-80/I-680/SR 12 Interchange with a design that includes shorter entrance and exit ramps. The configuration of the Interchange is dependent on the location of the truck scales and a decision from the State is anticipated this summer/fall. STA staff and consultants met with staff from several resource agencies (the Bay Conservation and Development Commission, California Fish and Game Department and U.S. Fish and Wildlife Service) and received guidance on how to proceed with evaluating the potential impacts of this project on the Suisun Marsh. The PA/ED phase of this project is scheduled for completion in 2007.

2) *North Connector PA/ED.* Korve Engineering was selected for the PA/ED phase for the North Connector. This project continues on schedule and the Administrative Draft of the Environmental Document was released for review on July 13, 2004. The North Connector PA/ED is fully funded through the TCRP (\$2.7M). The final alignment of a portion of the North Connector is dependent on the future location of truck scales. The Draft Environmental Assessment/Environmental Impact Report (EA/EIR) is due out this Fall with the final EA/EIR anticipated by Summer 2005.

3) *I-80/I-680/I-780 MIS/Corridor Study.* Korve Engineering was selected to complete the I-80/680/780 Corridor Study. This project is funded with a State Planning and Research (SP&R) grant for \$300,000, STIP Planning, Programming and Monitoring (STIP-PPM) funds for \$60,700, and Federal Surface Transportation Program (STP) funds for \$380,000. The I-80/I-680/I-780 Major Investment & Corridor Study is complete and was adopted by the STA Board in July. Copies of the final study will be distributed by the end of August 2004.

4) *I-80/I-680/I-780 Transit Corridor Study.* This project was funded with a State Planning Congestion Relief Program (PCRP) grant for \$275,000. Wilbur Smith Associates was selected to complete the I-80/680/780 Transit Corridor Study, a complementary study to the highway corridor study. The Transit Corridor Study identified specific locations for park and ride lots that have been incorporated into both the Mid-Term and Long-Term projects lists. The I-80/680/780 Transit Corridor Study is complete and was adopted by the STA Board in July. Copies of the final study will be distributed by the end of August 2004.

5) *Caltrans Auxiliary Lanes Project.* Caltrans is the project manager for this project. The project was advertised for bids on September 2, 2003 and the contract was awarded to O.C. Jones (the contractor for SR 37 Improvements) on December 2, 2003. Construction started on March 2, 2004. The construction contract was awarded for \$12,121,812, 30% under the engineer's estimate. The project is funded through the Interregional Transportation Improvement Program (ITIP) the State Highway Operations and Protection Program (SHOPP). This project adds one lane in each direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions. The project is currently on schedule and on budget. The construction is scheduled to be completed in November/December 2004.

6) *Jepson Parkway.* The Environmental Impact Study (EIS) is underway for the Jepson Parkway with scheduled completion of the Draft EIS in late 2004. Several segments of the project have been completed, including the Vanden/Peabody intersection realignment in Fairfield, replacement/widening of three bridges in Vacaville, and Leisure Town Road improvements in

Solano County. Additionally, the Walters Road widening segment in Suisun City is under construction with construction scheduled for completion in August 2004. The contract for construction of the I-80/Leisure Town Road Interchange was awarded on July 13, 2004. Construction is scheduled to start this summer. The Metropolitan Transportation Commission (MTC) approved replacing the \$4.65M in STIP funds with federal Surface Transportation Program (STP) funds that allowed this project to proceed to construction this year.

7) *Highway 37*. Phase 2 and Phase 3 are under construction and proceeding on schedule. Phase 2 provides four lanes from the Napa River Bridge to SR 29 and is scheduled to be complete by January 2005. Phase 3 constructs the SR 37/29 interchange and is scheduled to be complete by December 2005. The project is fully funded with \$62M in ITIP and STIP funds that have been allocated by the CTC. The contracts for both Phase 2 and Phase 3 were awarded to O.C. Jones Construction. The projects are on schedule and within budget.

8) *Highway 12 (Jameson Canyon and 12/29 Interchange)*. Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC; however, Caltrans District IV suspended the consultant contracts for this project at the direction of Caltrans Headquarters. The STA, Napa County Transportation Planning Agency (NCTPA), and Caltrans have participated in a value analysis process with the goal of identifying a "fundable" roadway project. The value analysis process resulted in a recommendation for a 4-lane conventional roadway instead of a freeway design, reducing the estimated costs from \$262M to \$104M. Continued TCRP funding in the State FY 2004-05 Budget will allow this project to proceed; however, STA and NCTPA are in discussions with Caltrans District 4 to determine how the project PA/ED work should proceed and which agency should be the project lead agency.

9) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. The Round Hill Creek Bridge project is complete. The other two projects provide profile improvements and shoulder widening to correct safety deficiencies, as well as turning lanes at some intersections. These projects are in the preliminary design phase and the environmental documents and project reports are scheduled for completion in October 2004. The draft Environmental Impact Report was released for review by Caltrans in January 2004 and a Public Meeting was held on March 10, 2004 at the Western Railroad Museum to receive public comments. Construction is scheduled for 2006-2008. The current cost estimate for the Scandia to Denverton project is \$11.5M and the cost estimate for the Denverton to Currie project is \$25M. Both projects are currently funded through the design stage and full funding is anticipated through the SHOPP program in FY 2005-06.

10) *I-80 Widening (Dixon to Vacaville)*. The project is in the PA/ED phase with Caltrans. The environmental and design phases of this project are funded with \$9M in ITIP funds; however, only funds for the environmental phase have been allocated. A Value Analysis has been completed. Three alternatives recommended in the value analysis are currently being evaluated in the environmental documents. Although Caltrans submitted this project as a candidate for continued Interregional Transportation Improvement Program (ITIP) funding, it was removed from the list at Headquarters Caltrans. Future funding for this project is uncertain.

Recommendation:
Informational.



DATE August 30, 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>
Low Income Flexible Transportation Program (LIFT)	Connie Soper, MTC, (510) 464-7746	September 24, 2004
BAAQMD Vehicle Incentives Program (VIP)	Dave Burch, BAAQMD, (415) 749-4641	September 27, 2004
California State Parks Habitat Conservation Fund	Richard Rendon, CA Dept of Parks and Recreation, (916) 651-7600	Due October 1, 2004
California State Parks Recreational Trails Program (RTP)	David Smith, CA Dept of Parks and Recreation, (916) 651-8576	Due October 1, 2004
Caltrans Transportation Planning Grant – Environmental Justice – Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	Due October 15, 2004
Caltrans Transportation Planning Grant – Community Based Transportation Planning	Stuart Mori, Caltrans, (916) 651-8204	Due October 15, 2004
Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning	Blesilda Gebreyesus, Caltrans (510) 286-5559	Due October 15, 2004
Caltrans Transportation Planning Grant – Partnership Planning	Erik Alm, Caltrans (510) 286-5513	Due October 15, 2004
Bikes Belong Grant Program	Tim Baldwin, Bikes Belong Coalition, (617) 426-9222	Q3 – September 3, 2004 Q4 – November 23, 2004
California Resources Agency Environmental Enhancement and Mitigation Program (EEMP)	Dave Brubaker, CA Resources Agency, (916) 653-5656	December 19, 2004



FUNDING OPPORTUNITY:

Low Income Flexible Transportation Program (LIFT)

Applications due September 24, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Low Income Flexible Transportation Program (LIFT) 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 public agencies and private non-profit organizations.

Program Description: This program provides grants to support the creation or expansion of transportation services for low-income Bay Area residents.

Funding Available: \$2.6 million is available in this funding cycle. The maximum grant is \$400,000 per project over the three-year funding cycle (FY 04/05, 05/06, and 06/07).

Previously Funded Projects: Rio Vista Van Pool - \$70,495 through FY 03 to 06
SolanoWORKs - \$75,000 through FY 02 to 05
Napa VINE extended service - \$228,000 FY 01 to 03

Further Information: http://www.mtc.ca.gov/projects/welfare_to_work/lift.htm

Program Contact Person: Connie Soper, MTC, csoper@mtc.ca.gov (510) 464-7746

STA Contact: Elizabeth Richards, STA, (707) 427-5109



FUNDING OPPORTUNITY:

**Bay Area Air Quality Management District
Vehicle Incentives Program (VIP)**

Application due September 27, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Bay Area Air Quality Management District's Vehicle Incentives Program (VIP) 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: Public agencies located within the jurisdiction of the Bay Area Air Quality Management District (Air District) are eligible to apply.

Program Description: The Vehicle Incentive Program (VIP) is a grant that helps project sponsors acquire low emission, alternative fuel vehicles

Funding Available: \$500,000 is allocated for FY 2004/05. Maximum grant request is \$100,000 to \$150,000 (if sponsor aid 3rd parties). Incentives for applicants requesting \$25,000 or more will be provided on a pro-rated basis.

Eligible Projects: New and Used Low emissions vehicles
The vehicle must be certified to the ULEV-II, SULEV, or ZEV emission standard
75% of vehicle operation must be in the BAAQMD Air District

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/vip/index.asp

Program Contact Person: Dave Burch, Sr. Environmental Planner, (415) 749-4641
dburch@baaqmd.gov

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

**California State Parks
Habitat Conservation Fund**

Applications due October 1, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

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

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

Funding Available: \$2 million is available under the program. Match can be made with non-state dollars or in-kind contributions.

Eligible Projects: Acquisition and restoration of habitat (East Bay R.P.D., Yunus Property \$200,000)
Wildlife/Interpretive/Educational trails (City of Sacramento, Parks Jacinto Creek Park/Parkway \$89,000)

Further Details: http://www.parks.ca.gov/default.asp?page_id=21361

Program Contact Person: Richard Rendon, Cal DPR, (916) 651-7600, rrend@parks.ca.gov

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

**California State Parks
Recreational Trails Program (RTP)**

Applications due October 1, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands

Program Description: The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects

Funding Available: About \$2.2 million per year will be available for non-motorized projects and about \$1.0 million for motorized projects based on the federal Fiscal Year 2003 appropriation. Minimum match of 20%.

Eligible Projects: Maintenance and restoration of existing recreational trails (motorized projects only)
Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
Purchase and lease of recreational trail construction and maintenance equipment (motorized projects only)
Construction of new recreational trails (see Procedural Guide for more information)
Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors
Operation of educational programs to promote safety and environmental protection as those objectives relate to the use of recreational trails (motorized projects only)

Further Details: http://www.parks.ca.gov/default.asp?page_id=21362

Program Contact Person: David Smith, Cal DPR, (916) 651-8576, dsmith@parks.ca.gov

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

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

Applications due October 15, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities, Counties, Transit Districts and Native American Tribal Governments. Sub-recipients: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

Program Description: Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing, and economic opportunities for low-income, minority and Native American communities.

Funding Available: \$3 million from the State Highway Account for FY 04/05 and FY 05/06. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

Eligible Projects: Identify and involve under-represented groups in planning and project development
Planning and Safety improvements for pedestrians and bicycles (Fruitvale Alive!/ City of Oakland - \$170,100 FY 03/04)
Developing Guidelines and supporting information for EJ element of a General Plan (South Sacramento Community Plan Update - \$237,960 FY 03/04)
Transportation Projects in underdeveloped rural and agricultural areas (Le Grand, Circulation Plan – Merced - \$68,400 FY 03/04)
Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities.

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

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

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

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

Applications due October 15, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities, Counties, Transit Districts and Public Entities. Sub-recipients: Non-profits, Private Sector entities, Universities, etc.

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

Funding Available: \$3 Million from the State Highway Account for FY 04/05 and FY 05/06. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

Eligible Projects: Projects should involve conceptual-level planning and design activities that encourage community stakeholder collaboration and promote livable community concepts.

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

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

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

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

Applications due October 15, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: MPOs/RTPAs as applicants. Others may apply as sub-recipients.

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

Funding Available: \$2 million from FTA Section 5313(b) for FY 05/06:
Statewide Transit Planning Studies: \$1,000,000 available with a grant cap of \$300,000.
Transit Technical Planning Assistance: \$600,000 available with a grant cap of \$80,000.
Transit Professionals Development: \$400,000 available with a grant cap of \$50,000.

11.47% non-Federal funds or in-kind local match required for all grants.

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

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

Program Contact Person: Blesilda Gebreyesus, Caltrans (510) 286-5559

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

**Caltrans Transportation Planning Grant
Partnership Planning**

Applications due October 15, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: MPOs/RTPAs as applicants. Others may apply as sub-recipients.

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

Funding Available: \$1,000,000 in FHWA State Planning and Research funds available in FY 05/06. Maximum grant amount is \$300,000. 20% non-federal funds or in-kind local match required.

Eligible Projects: Regional transportation planning studies (Statewide / Multi-Regional)
Land Use / Smart Growth Studies
Corridor studies
Intermodal Facilities

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

Program Contact Person: Erik Alm, Caltrans (510) 286-5513

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

Bikes Belong Grant Program

Applications Due: 3rd Quarter – September 3, 2004, 4th Quarter - November 23, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities and the County of Solano are eligible.

Program Description: Bikes Belong is offering grants to address four specific goals:
Ridership growth
Leveraging funding
Building political support
Promoting cycling

Funding Available: Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.

Eligible Projects: Eligible projects include bicycle facility improvements, education, and capacity projects.

Further Information: Applications and grant information are available online at www.bikesbelong.org. Navigate to grant programs.

Bikes Belong Contact: Tim Baldwin, Bikes Belong Coalition,
(617) 426-9222

STA Contact Person: Robert Guerrero, STA Associate Planner
(707) 424-6014
rguerrero@STA-SNCL.com



FUNDING OPPORTUNITY:

**California Resources Agency
Environmental Enhancement and Mitigation Program (EEMP)**

Applications due December 19, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the California Resources Agency Environmental Enhancement and Mitigation Program (EEMP) 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 and federal governmental agencies and non-profit organizations.
- Program Description: This program provides funds to mitigate the environmental impacts of modified or new public transportation facilities.
- Funding Available: \$10 million each year from state gas taxes, 40% going to northern CA counties. Projects are generally limited to \$250,000.
- Eligible Projects: Highway Landscape and Urban Forestry designed to improve air quality through the planting of trees and other suitable plants.
Acquisition, restoration or enhancement of resource lands to mitigate the loss.
Acquisition and/or development of roadside recreational opportunities including parks and greenways, roadside rests, scenic overlooks, trails, and bikeways.
- Further Details: http://resources.ca.gov/eemp_new.html
- Program Contact Person: Dave Brubaker, the EEM Program Coordinator, (916) 653-5656
dave.brubaker@resources.ca.gov.
- STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075
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