



Solano Transportation Authority

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Members:

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

**MEETING NOTICE**

**October 13, 2004**

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

**6:00 P.M. Regular Meeting**

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

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

	<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
I.	<b>CALL TO ORDER – CONFIRM QUORUM</b> (6:00 – 6:05 p.m.)	Chair MacMillan
II.	<b>PLEDGE OF ALLEGIANCE</b>	
III.	<b>APPROVAL OF AGENDA</b>	
IV.	<b>OPPORTUNITY FOR PUBLIC COMMENT</b> (6:05- 6:10 p.m.) Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.  This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Kim Cassidy, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.	
V.	<b>EXECUTIVE DIRECTOR’S REPORT</b> (6:10-6:15 p.m.) – Pg 1	Daryl K. Halls

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

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

- 1. Presentation – Funding the Arterials, Highways, and Freeways Element of the CTP** Mike Duncan
- 2. Announcement of Nominees for the 7<sup>th</sup> Annual STA Awards – November 10, 2004** Jennifer Tongson
- 3. Cancel STA Board Meeting of November 10, 2004** Daryl Halls

**VII. CONSENT CALENDAR**

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

(6:30-6:35 p.m.) – Pg. 7

- A. STA Board Minutes of September 8, 2004** Kim Cassidy  
*Recommendation: Approve minutes of September 8, 2004.*  
– Pg. 9
- B. Review Draft TAC Minutes of September 29, 2004** Johanna Masiclat  
*Recommendation: Receive and file.* – Pg. 17
- C. Modification to Classification Range for Financial Analyst/Accountant** Daryl Halls  
*Recommendation: - Pg. 23*
  - 1. Modify Compensation Range for Budget Analyst/Accountant Position as specified in attachment A.*
  - 2. Authorize amending the STA's FY 04-05 budget by transferring expenditure saving from the I-80/I-680/I-780 Corridor and Major Investment Study to fund the position for six months in FY 04-05.*
- D. Extension of Contract for State Lobbying Representation Transportation Services – Shaw/Yoder** Daryl Halls  
*Recommendation:*  
*Authorize the Executive Director to extend the contract for Lobbying Representation Services with Shaw & Yoder, Inc. for services through September 30, 2005 for an amount not to exceed \$36,000.* – Pg. 27
- E. Solano/Napa Multi-Modal Travel Demand Model (Phase 1) Contract Amendment** Dan Christians  
*Recommendation:*  
*Approve a \$25,000 contract amendment with DKS Associates to complete the Phase 1 Solano Napa Multimodal Travel Demand Model.* – Pg. 31

- F. Support of Welfare to Work LIFT Grant Applications** Elizabeth Richards  
Recommendation:  
 Authorize the Chair to sign letters of support for Low Income Flexible Transportation grant applications supporting the Welfare to Work Transportation Plan for the following projects:  
 1) Extended Transit for CalWORKs and 2) DRIVES.– Pg. 43
- G. Letter of Support for Caltrans Planning Grant for Sonoma Boulevard (SR 29) Corridor Study** Dan Christians  
Recommendation:  
 Authorize the STA Chair to sign a letter of support for the City of Vallejo's application to Caltrans for a Community – Based Transportation Planning Grant for the Sonoma Boulevard (SR 29) Corridor Study.– Pg. 49

**VIII. ACTION ITEMS – NON FINANCIAL**

- A. STA Board Approval of Priority Projects/Overall Work Plan for FY 2004-05 and FY 2005-06** Daryl Halls  
Recommendation:  
 Approve STA's Overall Work Program for FY 2004-05 and FY 2005-06.  
 (6:35 – 6:40 p.m.) – Pg. 55
- B. MTC Transit Connectivity Study** Daryl Halls  
Recommendation:  
 Authorize the STA Chair to sign a letter to the Metropolitan Transportation Commission requesting that the Fairfield Transportation Center be added to the list of Regional Transit Hubs included in MTC's Transit Connectivity Study.  
 (6:40 – 6:45 p.m.) – Pg. 71
- C. Solano Countywide Transportation for Livable Communities (TLC) Program Plan** Robert Guerrero  
Recommendation:  
 Approve the Solano Countywide Transportation for Livable Communities Plan.  
 (6:45 – 6:55 p.m.) – Pg. 109
- D. Solano Countywide Pedestrian Plan** Robert Guerrero  
Recommendation:  
 Approve the Solano Countywide Pedestrian Plan.  
 (6:55 – 7:05 p.m.) – Pg. 111

**IX. INFORMATION ITEMS- (No Discussion Necessary)**

- |  |                           |
|--|---------------------------|
| <p><b>A. Funding the Arterials, Highways, and Freeways Element of the CTP</b><br/><i>Informational</i> – Pg. 113</p> | <p>Mike Duncan</p>        |
| <p><b>B. Status of Unmet Transit Needs Process for FY 2005-06</b><br/><i>Informational</i> – Pg. 123</p>             | <p>Elizabeth Richards</p> |
| <p><b>C. TLC Planning Grants</b><br/><i>Informational</i> – Pg. 125</p>  | <p>Dan Christians</p>     |
| <p><b>D. State Transportation Funding Update</b><br/><i>Informational</i> – Pg. 129</p>                              | <p>Mike Duncan</p>        |
| <p><b>E. Federal “First Cycle” STP/CMAQ/TE Obligation</b><br/><i>Informational</i> – Pg. 139</p>                     | <p>Mike Duncan</p>        |
| <p><b>F. Regional Local Streets and Roads Funding</b><br/><i>Informational</i>: – Pg. 155</p>                        | <p>Mike Duncan</p>        |
| <p><b>G. MTC’s Regional Bicycle/Pedestrian Program</b><br/><i>Informational</i> – Pg. 159</p>                        | <p>Robert Guerrero</p>    |
| <p><b>H. Funding Opportunities Summary</b><br/><i>Informational</i> – Pg. 171</p>                                    | <p>Sam Shelton</p>        |

**X. BOARD MEMBERS COMMENTS**

**XI. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for December 8, 2004, 6:00 p.m. at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: October 5, 2004  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report –October 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.

**STA Board Sets Ambitious Overall Work Program \***

The STA's Overall Work Program has been placed on the agenda for Board approval. This ambitious 42-item list provides the framework for the STA's planning activities, programs and delivery of projects for FY 2004-05 and FY 2005-06. New projects that were recently funded on this list include the Rio Vista Bridge Relocation Study and SR 113 Major Investment Study (MIS). New projects added to the list include the SR 29 MIS, SR 12 Operational Study, I-80 Corridor Project Study Reports, I-80 HOV projects and the SR 12 Transit Study.

**And the Nominees for the 7<sup>th</sup> Annual STA Awards Are ...**

At the Board meeting, STA staff (Jennifer Tongson) will announce the nominees in eight separate categories for the 7<sup>th</sup> Annual STA Awards. The winners for these categories, plus the Elected Official of the Year and the STA Special Award, will be announced the evening of the event, scheduled for Wednesday, November 10, 2004, at Pepper Bellies Comedy Club in Fairfield. Ken Sonkin has been invited to return as the Master of Ceremonies and will share the stage with STA Chair Karin MacMillan.

**Funding the CTP Continues with a Focus on the Highways and Streets and Roads \***

Last month, I presented an overview of the Comprehensive Transportation Plan (CTP), the projected \$3 billion funding shortfall projected over the next 30 years, and the various funding sources available in the future to fund a few of the projects contained in this plan. This month, Mike Duncan will continue this discussion with an informational report on the regional, state and federal funds expected to be available to fund the Arterials, Highways, and Freeways Element of the CTP. An estimated 85% of the funding shortfall needed to fund the projects in the CTP pertains to the projects identified in this element.

Executive Director's Memo  
October 5, 2004  
Page 2

**Linking Transportation and Land Use Planning with Adoption of Draft County TLC and Pedestrian Plans\***

In September 2004, the STA Board approved the 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. Earlier this year, the Board approved the Countywide Bicycle Plan update. Both the Countywide TLC Plan and Countywide Pedestrian Plan are now ready for consideration by the STA Board. Both of these countywide plans are part of the Alternative Modes Element of the CTP and are new plans being developed for the first time. Similar to the TLC Plan, the Countywide Pedestrian Plan will provide the framework and priority projects for future Regional and County Bicycle/Pedestrian funds that will be available through MTC and the STA.

**Board Meeting Cancelled for November**

At the recommendation of the STA's Executive Committee, the STA Board meeting scheduled for November 10, 2004, the same evening as the STA Awards Program, has been cancelled. The next STA Board meeting is scheduled for December 8, 2004.

Attachments:

- A. STA Acronym's List
- B. Updated STA Calendar



**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	PCRP	Planning and Congestion Relief Program
EIR	Environmental Impact Report	PDS	Project Development Support
EIS	Environmental Impact Statement	PDT	Project Delivery Team
EPA	Federal Environmental Protection Agency	PMP	Pavement Management Program
FHWA	Federal Highway Administration	PMS	Pavement Management System
FTA	Federal Transit Administration	PNR	Park and Ride
GARVEE	Grant Anticipation Revenue Vehicles	POP	Program of Projects
GIS	Geographic Information System	PSR	Project Study Report

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



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

Updated 10/5/04

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
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
		No Board Meeting in November		
Nov. 10	7:00 p.m.	STA 7 <sup>th</sup> Annual Awards-Dinner at 6:00 p.m.	Pepper Bellies Comedy Club in Fairfield	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

5

ATTACHMENT B



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

**Recommendation:**

The STA Board approve the following attached consent items:

- A. STA Board Minutes of September 8, 2004
- B. Review Draft TAC Minutes of September 29, 2004
- C. Modification to Classification Range for Financial Analyst/Accountant
- D. Extension of Contract for State Lobbying Representation Transportation Services – Shaw/Yoder
- E. Solano/Napa Multi-Modal Travel Demand Model (Phase 1) Contract Amendment
- F. Support of Welfare to Work LIFT Grant Applications
- G. Letter of Support for Caltrans Planning Grant for Sonoma Boulevard (SR 29) Corridor Study



**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes for Meeting of**  
**September 8, 2004**

**I. CALL TO ORDER**

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

**MEMBERS**

**PRESENT:**

Karin MacMillan (Chair)	City of Fairfield
Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Marci Coglianese	City of Rio Vista
Jim Spering	City of Suisun City
Len Augustine	City of Vacaville
Anthony Intintoli	City of Vallejo
John Vasquez	County of Solano

**MEMBERS**

**ABSENT:**

None

**STAFF**

**PRESENT:**

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

	Jennifer Tongson	STA-Projects Assistant
<b>ALSO PRESENT:</b>	Gary Cullen	City of Suisun City
	Mike Segala	City of Suisun City, Council Member
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano
	Bernice Kaylin	League of Women Voters – Solano County
	Tony Rice	Shaw/Yoder
	Josh Shaw	Shaw/Yoder
	Jason Massad	The Reporter

**III. APPROVAL OF AGENDA**

On a motion by Vice Chair Courville, and a second by Member Spering, the STA Board approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- CTC Highlights State Transportation Funding Shortfall.
- Stopping the Diversion of Proposition 42 Funds.
- Planning for Transit Service on SR 12.
- Bay Bridge Debate Continues.
- CTP Focus Moved to Alternative Modes with TLC Guidelines and Pedestrian Plan.
- Funding the Comprehensive Transportation Plan (CTP).
- STA's SNCI Program Continues to Provide Travel Alternatives.
- STA Prepares for 7<sup>th</sup> Annual Awards Program.
- STA Board to Recognize Chuck Lamoree.

**VI. COMMENTS FROM STAFF, CALTRANS AND MTC**

**A. Caltrans Report:**

Yader Bermudez provided a project update on the following:  
Highway 37 widening, Solano 37/29 Interchange and proposed widening and I-80 Auxiliary Lane project and mitigation project.

**B. MTC Report:**

None presented.

**C. STA Report**

1. **Proclamation of Appreciation – Charles O. Lamoree** Chair  
MacMillan  
By consensus, the STA Board unanimously approved the proclamation recognizing Charles O. Lamoree for his service as STA Legal Counsel.
  
2. **Legislative Update – August-September 2004** Tony Rice,  
Shaw/Yoder  
Legislative Update – August-September 2004 provided by Tony Rice and Josh Shaw, Shaw/Yoder

**VII. CONSENT CALENDAR**

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

- A. **STA Board Minutes of July 14, 2004**  
Recommendation: Approve STA Board minutes of July 14, 2004.
- B. **Draft TAC Minutes of August 25, 2004**  
Recommendation: Receive and file.
- C. **Renewal of Contract Services for Accounting Assistance**  
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.
- D. **I-80/I-680/SR 12 Interchange Project – Contract Amendment #1 for MTCO/Nolte Joint Venture**  
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.
- E. **Approval of FY 2004-05 STA Benefits Summary**  
Recommendation: Authorize the Executive Director to sign the Fiscal Year 2004-05 STA Personnel Policies and Procedures Benefits Summary effective September 8, 2004.
- F. **Dixon Community Based Transportation Plan**  
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
- G. **Solano Napa Commuter Information (SNCI) Annual Report FY 2003-04**  
Recommendation: Receive and file.
- H. **Solano Paratransit Annual Report**  
Recommendation: Receive and file.
- I. **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.

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

Recommendation:

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

**VIII. ACTION ITEMS: FINANCIAL**

**A. 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 a \$2M STP/CMAQ fund swap.

**Board Comments:**

Member Coglianesse questioned if the increase in estimated ECMAQ funding was based on the growing population in eastern Solano County.

Daryl Halls stated the increase is based on a combination of population and the air quality in the SACOG region versus the air quality in the Bay Region. He noted that because the air quality is worse in SACOG more money is received per capita from SACOG than from the Bay Area.

Member Coglianesse noted that historically funds have been used for local projects in Eastern Solano County.

Daryl Halls commented that Eastern Solano County is eligible for ECMAQ and YSAQMD TFCA funding and the Bay Area is eligible for TFCA funds. He further stated that Solano County is unique in the region for Bay Area counties and BAAQMD because it is located in two air basins with a separate set of guidelines and funds that are estimated based on population.

Member Coglianesse inquired about the regional programs that Eastern Solano County is eligible for and has received.

Mike Duncan stated that Eastern Solano County is most eligible for the regional TLC program, the new regional Bicycle Pedestrian program and the regional Rideshare program.

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.

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

**B. Proposed Scope of Work and Request for Proposals 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, implementation plan, cost estimates, and funding plan. He further recommended that the Board initiate an RFP process and the steering committee agencies along the corridor provide input on the study, with the study to be completed by the end of FY 2004-05.

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.

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

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

Mike Duncan reviewed the funds that are earmarked for different projects in Solano County and the revisions to the project schedule for the I-80/I-680/SR 12 Interchange and the proposed operating funds for the Regional Express Bus North Pool category. He noted that funds had originally been submitted for Fairfield and Vallejo transit both of which are being reevaluated. He reviewed the letter sent from MTC for the administrative fix, which identifies how funds will be used from the seven non-state owned bridges to fund the transit operations.

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.

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

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

**A. Legislative Update – September 2004**

Daryl Halls discussed the impact of the current state fiscal crisis on state transportation funding and the state diversion of Proposition 42 funds. He summarized the State's continued shifting of voter approved Proposition 42 funds from the Transportation Investment Fund to the State General Fund which 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. He further stated that the California Transportation Commission (CTC), the California Association of Council of Governments (CALCOG), and the Self Help Counties Coalition have requested 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.

**Board Comments:**

Member Spering recommended statewide support of sales tax measures be included. Chair MacMillan asked legal counsel if the recommendation can be amended to include support of sales tax measures.

Melinda Stewart responded that the Board has discretion to amend the recommendation.

**Recommendation:**

Approve the following:

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, requesting the rapid repayment of Proposition 42 funds to the Transportation Investment Fund and requesting support for the passage of Measure A and California's local transportation sales tax measures.

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

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

Robert Guerrero provided an update on the Solano Countywide Transportation for Livable Communities (TLC) Program Guidelines including: background on what constitutes the Countywide TLC Program, available funding for Solano County, planning and capital projects and the implementation schedule.

**Board Comments:**

Member Spering commented about the eligibility of discretionary funds for congestion relief and the need to discuss the funding of these projects based on the results of the sales tax measure. He inquired whether a decision on this topic should be postponed. He requested staff consider adding relief of traffic congestion as a key goal and policy of the TLC guidelines.

Member Coglianesi stated the STA's approach to transportation and land use planning is sound and proposed the Board consider adopting the guidelines. She expressed concern that the TLC program will be a victim if voters do not pass Measure A in November.

Chair MacMillan stated the region wide Housing Incentive Program (HIP) is the heart of the TLC program and congestion management needs to be a part of the TLC program.

Member Alternate Vasquez inquired about the current apportionment of transportation funds.

Recommendation:

Approve the following:

Approve the Solano Countywide TLC Program Guidelines as specified in Attachment A with an amendment to add Reduce Traffic Congestion as a specific goal of the TLC Guidelines.

On a motion by Member Sperring, and a second by Chair MacMillan, the amended recommendation was approved unanimously.

**X. INFORMATION ITEMS**

**A. Highway Projects Status Report:**

**STA Board Review and Updates of Priority**

**Projects/Overall Work Plan for FY 2004-05 and FY 2005-06**

Daryl Halls reviewed and provided an update of the priority projects contained in the STA's Overall Work Plan. He noted the current list includes the previous 43-item list of STA Board adopted projects and that staff was planning to update the list, based upon the Board's priorities.

**B. Funding the Comprehensive Transportation Plan (CTP)**

Daryl Halls reviewed the three priority elements of the CTP (Transit, Alternative Modes and Arterials), total costs, committed funding, funding shortfall, funding sources (federal, state, regional and local) and staff's intention to develop for review and consideration by the STA Board short term and long term funding strategies for priority projects identified in the CTP.

**C. Solano/Napa Multi-Modal Travel Demand Model Status**

**D. Highway Projects Status Report**

**E. Funding Opportunities Summary**

**XI. BOARD MEMBER COMMENTS**

**XII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:37 p.m. The next regular meeting of the STA Board is scheduled for **October 13, 2004, 6:00 p.m.** at Suisun City Hall Council Chambers.



**TECHNICAL ADVISORY COMMITTEE  
DRAFT  
Minutes of the meeting  
September 29, 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:**

<b>TAC Members Present:</b>	Michael Throne	City of Benicia
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Robert Meleg	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Ed Huestis	City of Vacaville
John Bunch	City of Vallejo
Birgitta Corsello	County of Solano
Cameron Oakes	Caltrans
Joe Story	DKS Associates
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Anna McLaughlin	SNCI/STA
Robert Guerrero	STA
Sam Shelton	STA
Jennifer Tongson	STA
Johanna Masiclat	STA

## II. APPROVAL OF AGENDA

On a motion by Michael Throne, and a second by Morrie Barr, the STA TAC unanimously approved the agenda adding Agenda Item VI.F, Letter of Support for Caltrans Planning Grant for Sonoma Boulevard (SR 29) Corridor Study.

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**Caltrans:** Cameron Oakes reported the applications for the State Planning and Research (SP&R) Grant are still being reviewed.

**MTC:** None presented.

**STA:** Jennifer Tongson announced the upcoming STA 7<sup>th</sup> Annual Awards on November 10, 2004.

Mike Duncan distributed information on the following workshops:

- Public Workshop Regarding Proposed Control Measure for On-Road Heavy-Duty Diesel Vehicles Owned or Operated by Public Agencies and Utilities
- Public Workshop Regarding Proposed Modifications to the Fleet Rule for Transit Agencies”

Sam Shelton provided additional funding opportunity information on Regional Bicycle and Pedestrian Program.

## V. CONSENT CALENDAR

On a motion by Michael Throne, and a second by Morrie Barr, the STA TAC approved the Consent Calendar.

### Recommendation:

- A. Minutes of the TAC Meeting of August 25, 2004  
Recommendation: Approve minutes of August 25, 2004.
- B. STA Board Meeting Highlights –  
September 8, 2004
- C. STIA Board Meeting Highlights –  
September 8, 2004
- D. Updated STA Meeting Schedule for 2004
- E. Funding Opportunities Summary-
- F. Status of Unmet Transit Needs Process for FY 05/06

## VI. ACTION ITEMS

### A. MTC Transit Connectivity Study

Daryl Halls provided an overview of MTC's draft Transit Connectivity Study. He proposed the Fairfield Transportation Center be added to the list of Regional Transit Hubs due to its central location and express bus connections to El Cerrito del Norte and Pleasant Hill BART stations, the Capitol Corridor Rail Station at Suisun City, UC Davis, and Sacramento and its regional light rail system and Amtrak station. He noted the Transit Consortium had unanimously supported this recommendation.

#### Recommendation:

Forward a recommendation to the STA Board authorizing the STA Chair to sign a letter to the Metropolitan Transportation Commission requesting that the Fairfield Transportation Center be added to the list of Regional Transit Hubs included in MTC's Transit Connectivity Study.

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

### B. Solano Countywide Transportation for Livable Communities (TLC) Program Plan

Robert Guerrero discussed STA's preparation for the initial allocation of County TLC Funds based on the developed Solano Countywide TLC Program Guidelines and the draft Solano County TLC Plan. He indicated that only projects listed in the TLC Candidate Projects list will be eligible for TLC funds allocated by the STA.

#### Recommendation:

Recommend the STA Board approve the Solano Countywide Transportation for Livable Communities Plan.

On a motion by Michael Throne, and a second by Paul Wiese, the STA TAC approved the recommendation.

### C. Solano Countywide Pedestrian Plan

Robert Guerrero reviewed the development of the final draft Solano Countywide Pedestrian Plan. He noted there is some overlap between the Countywide Pedestrian Plan, Countywide Bicycle Plan and Transportation for Livable Communities Plan. He noted that stand alone pedestrian projects have a total 30 year estimated cost of \$25 million.

City of Dixon's Janet Koster requested a change to the to accurately reflect Dixon schools, and Dale Pfeiffer, City of Vacaville, provided a list of other minor changes.

Recommendation:

Recommend the STA Board approve the Solano Countywide Pedestrian Plan with the recommended changes from the City of Dixon and the City of Vacaville.

On a motion by Michael Throne, and a second by Janet Koster, the STA TAC approved the recommendation with amendment requested by the Cities of Dixon and Vacaville.

**D. Solano/Napa Multi-Modal Travel Demand Model (Phase 1) Contract Amendment**

DKS Associates' Joe Story presented a preliminary overview of the new Multi-Modal Travel Model for Solano and Napa Counties. He also distributed Transportation Analysis Zones (TAZ) maps to the TAC members.

Mike Duncan noted there is \$25,000 in funds remaining from the 2003-04 STA budget that are being carried over into the 2004-05 budget to cover the costs of the contract amendment with DKS Associates to complete Phase 1.

Recommendation:

Recommend the STA Board approve a \$25,000 contract amendment with DKS Associates to complete the Phase 1 Solano Napa Multimodal Travel Demand Model

On a motion by Dale Pfeiffer, and a second by Michael Throne, the STA TAC approved the recommendation.

**E. STA Board Approval of Priority Projects/Overall Work Plan for FY 2004-05 and FY 2005-06**

Daryl Halls reviewed the 42 projects currently on the STA Board adopted Priority Projects List and Overall Work Plan for FY 2004-05 and FY 2005-06. He also mentioned one new task added at the request of the City of Vallejo (Conducting a SR 29 Corridor Study) as a follow up to the completion of the Comprehensive Transportation Plan update (Funding the CTP).

In addition, City of Vacaville's Dale Pfeiffer requested clarification that the Overall Work Plan was not in priority order.

Recommendation:

Forward the STA's Overall Work Program for FY 2004-05 and FY 2005-06 to the STA Board with a recommendation for approval.

On a motion by Mark Akaba, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

**F. Letter of Support for Caltrans Planning Grant for Sonoma Boulevard (SR 29 Corridor Study)**

John Bunch, Development Services Director for the City of Vallejo, proposed to submit a Community-Based Transportation Planning Grant request for \$250,000 to conduct the Sonoma Boulevard (SR 29) Corridor Study. He also indicated that the planning funds would be used to address various transportation and land use concerns along the north side of the downtown area on a comprehensive basis with development of a Specific Plan and an Environmental Impact Report.

Recommendation:

Forward a recommendation to the STA Board authorizing the STA Chair to sign a letter in support of the City of Vallejo's application to Caltrans for a Community-Based Transportation Planning Grant for the Sonoma Boulevard (SR 29) Corridor Study.

On a motion by Mark Akaba, and a second by Michael Throne, the STA TAC approved the recommendation.

**VII. INFORMATION ITEMS**

**A. Funding the Arterials, Highways, and Freeways Element of the CTP**

Mike Duncan defined the four sources of funding historically available for funding the types of projects identified in the Arterials, Highways, and Freeways Element of the CTP. He also indicated that staff will recommend the STA Board, with the assistance from the TAC and Transit Consortium, develop short term and long term funding strategies to facilitate and accelerate the implementation of high priority projects identified in the updated CTP.

**B. State Transportation Funding Update**

Mike Duncan provided an update on the State Transportation Shortfall and project delays throughout California. He also cited further delays on STIP allocations by the CTC depending on the outcome of the federal ethanol issue, federal authorization bill, and Proposition 68 and 70.

**C. Federal "First Cycle" STP/CMAQ/TE Obligation Status**

Mike Duncan provided a status of all Solano County projects with STP/CMAQ/TE funds and the obligation status for each project. He also highlighted MTC's Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funding.

**D. Local Streets and Roads Funding**

Mike Duncan reminded each agency to submit (by December 1, 2004) to MTC a Resolution of Local Support and Opinion of Legal Counsel for their individual project in the Local Streets and Roads Shortfall Program.

**E. MTC's Regional Bicycle/ Pedestrian Program**

Robert Guerrero reviewed the four-year funding levels in the Regional and County Bicycle/Pedestrian Program funds developed by MTC. He noted that MTC proposes to have a call for projects by the end of September 2004 with an application deadline for early January 2005. He also requested to have a list of potential projects for the County Program submitted by the January 2005 deadline. Robert added that the BAC and PAC will review all potential project submittals in November and/or December 2004, respectively.

**F. TLC Planning Grant**

Dan Christians identified TLC candidate projects that will need TLC planning funds in the next few years to help get them ready for future TLC capital grants.

Paul Wiese, Solano County, provided a brief presentation on the process and results achieved in one of the most recent TLC planning grants completed this year, the Old Cordelia Plan.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 3:50 p.m.. The next regular meeting of the STA TAC is scheduled for **Wednesday, October 27, 2004 at 1:30 p.m.**



DATE: October 4, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Modification to Classification Range for Financial Analyst/Accountant

**Background:**

The Solano Transportation Authority has strived to continue to expand its capabilities, effectiveness and expertise to meet the increasing number of priority projects and tasks of the STA Board and its member agencies. One of the primary areas of increased responsibility and workload is in the areas of finance/budget, accounting and funds management. The STA current manages 26 separate fund sources, each with its own set of rules and guidelines for expenditure and payment. Concurrently, the STA has developed a more detailed system for funds management and, in partnership with the City of Vacaville's Finance and Accounting staff, has improved and streamlined our accounting system.

In 2003, the STA retained an independent accounting firm, Kevin Harper, to perform an assessment of the agency's finance and accounting processes, procedures and resources. The report identified 21 specific recommendations for consideration by STA management staff. Subsequently, the Executive Director developed a management implementation plan that addressed the recommendations contained in the assessment and outlined a detailed course of action within the resource limitations of the STA. One of the items contained in the management implementation plan identified the need to retain a dedicated finance/accounting staff person to manage, coordinate and implement the STA's growing number of financial, budgeting, and accounting tasks.

Currently, the responsibility for STA's financial and accounting functions is shared by a combination of two management staff, two separate consultants and the City of Vacaville. Based on the increased workload for budgeting and accounting and the important role that the STA plays countywide in tracking and allocating various regional, state and federal funds to member agencies for various priority projects, it was imperative that the STA establish a new staff position dedicated to performing the functions outlined in the attached list of job tasks and responsibilities (attachment A. In July 2004, the creation of a Financial Analyst/Accountant position was approved by the STA Board as part of the approval of the FY 2004/05 and 2005/06 budget, but the position was unfunded until a STP/STIP fund swap agreement could be finalized with MTC. In September 2004, the STA Board approved a STP/CMAQ fund swap that will ensure the necessary resources are available to fund this position on a multi-year basis.

The establishment of this position will increase the STA's ability to meet its growing responsibilities for finance and accounting, alleviate some of the budget and accounting workload on two STA management staff enabling them to focus their efforts in the areas of Administrative Services and Project Development, and enable the STA to decrease the amount of funds expended for two consultant services contracts.

**Discussion:**

Attached is the job description for the new Financial Analyst/Accountant that outlines the expected tasks and duties for the new position. Based on discussions with two city finance directors and a cursory comparison of comparable salary ranges for this type of job classification, staff is recommending the salary range be modified as specified in attachment B to ensure the compensation for the position is sufficient to attract qualified and experienced applicants. The annual expenditure necessary to cover the cost for this position, for the last six months of FY 04-05, can be funded through an estimated \$100,000 in expenditure saving from the recently completed I-80/I-680/I-780 Corridor and Major Investment Study. Future year expenditure costs can be covered through a combination of expected STA revenue sources, including the recently approved STP/CMAQ fund swap.

**Fiscal Impact:**

The fiscal impact to fully fund this position is \$73,000 per year and would result in a cost of \$36,500 for FY 2004-05 to cover the remaining six months for this fiscal year. This expenditure for FY 2004/05 can be covered by expenditure saving from the recently completed I-80/I-680/ I-780 Corridor and Major Investment Study. For FY 2005-06 and future fiscal years, the cost to fund this position can be covered by a combination expected STA revenue sources, including the recent STP/CMAQ fund swap.

**Recommendation:**

Approve the following:

1. Modify Compensation Range for Financial Analyst/Accountant Position as specified in attachment A.
2. Authorize amending the STA's FY 04-05 budget by transferring expenditure saving from the I-80/I-680/I-780 Corridor and Major Investment Study to fund the position for six months in FY 04-05.

Attachment:

- A. List of Job Tasks and Responsibilities, and Salary Range for Budget Analyst/Accountant Position



## JOB DESCRIPTION

**JOB TITLE:** FINANCIAL ANALYST/ACCOUNTANT

**DEPARTMENT:** PROJECT DEVELOPMENT AND FINANCE

**REPORTS TO:** DIRECTOR FOR PROJECTS

### **ESSENTIAL FUNCTIONS AND RESPONSIBILITIES:**

- Provides fiscal controls for STA Departments and provides technical assistance to Department managers including status reports, expenditure coding, budget preparation and management, and related problem resolution;
- Performs professional accounting work in accordance with a prescribed accounting system and generally accepted accounting principles;
- Recommends and implements changes to accounting systems and procedures;
- Prepares financial statements, including monthly, quarterly and annual reports and analyses of financial documents;
- Monitors, controls and reports on a variety of accounting activities relating to budgets, revenues and expenditures, grants and projects;
- Manages accounts payable and accounts receivable processing;
- Manages purchasing and purchase order preparation and processing;
- Analyzes and reconciles expenditure and revenue accounts and coordinates various accounting records with information received from Departments and other government agencies;
- Conducts research and analysis of financial transactions;
- Establishes and maintains positive working relationships, provides good customer service, and performs related duties.
- This position will serve as the project lead person for audits and as the primary liaison between the STA and the City of Vacaville Finance Department.

**COMPENSATION AND BENEFITS:** \$4,656 – \$5,659/ Per Month. Salary will be determined based on overall qualifications. In addition, the STA offers an excellent benefits package that includes:

- Employer pays seven percent PERS retirement contribution on tax-deferred basis.
- Employee and employer contribute 401 (a) in lieu of Social Security
- Employer paid PERS health insurance
- Employer paid dental, vision and life insurance
- Fourteen paid holidays and twelve days sick leave
- Ten – Twenty days vacation leave.
- 40 hours annual Management Leave

### **PHYSICAL DEMANDS:**

- Able to lift 20 pounds, drive a van and handle event equipment.

### **OTHER DUTIES AND RESPONSIBILITIES:**

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

### **SUPERVISION**

- Reports directly to the Director for Projects.

### **MINIMUM QUALIFICATIONS**

#### **Education:**

Equivalent to a Bachelor's Degree from an accredited college or university with major course work in accounting, finance or a closely related field.

#### **Experience:**

Three years of professional accounting experience, preferably in a public or municipal accounting organization.

#### **Knowledge of:**

- Generally accepted accounting principles and practices and the interrelationships of accounting, auditing, and sound fiscal management;
- Computer spreadsheet applications and computerized data processing and accounting systems;
- Modern office methods, practices and procedures and standard office equipment operation.

#### **Ability to:**

- Understand, interpret and apply complex accounting practices, principles and guidelines in work performed;
- Assist Department managers with Departmental financial management and preparation of biennial budgets;
- Effectively manage assigned operations and work tasks;
- Prepare clear, concise, and accurate financial and statistical reports;
- Prepare clear, concise and accurate administrative reports, correspondence and other written documents;
- Maintain detailed records;
- Identify problems with data and reports and develop appropriate solutions;
- Communicate clearly and effectively, orally and in writing;
- Develop and maintain cooperative working relationships with other employees, representatives of various public and private agencies, and the general public;
- Operate a variety of financial and word processing computer software at a proficient level.

### **DESIREABLE QUALIFICATIONS**

Experience in governmental accounting and with governmental audits is highly desirable.



DATE: October 4, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Extension of Contract for State Lobbying Representation  
Transportation Services – Shaw/Yoder

**Background:**

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. On April 12, 2000, the STA entered into a contract with Shaw & Yoder, Inc., for state lobbying representation services to help secure state funding for STA's priority projects and to monitor state legislation affecting transportation. The firm of Shaw & Yoder, Inc. consists of Josh Shaw and Paul Yoder, partners in the firm. For day-to-day activities, Tony Rice provides the STA's day to day contact for legislative support. Shaw & Yoder, Inc. also provides lobbying services for the County of Solano.

Historically, their lobbying efforts have proved effective and productive. In 2001, the STA was successful in landing three specific state transportation earmarks from the Traffic Congestion Relief Program (TCRP) created by former Governor Gray Davis and approved by the State Legislature. The STA landed earmarks for the I-80/680 Interchange (\$13 million), SR 12 Jameson Canyon (\$7 million), and the Vallejo Ferry (\$5 million) with the assistance of Shaw & Yoder, Inc. and Solano County's State Legislators.

In 2003, SB 916 (Perata) was developed by the Bay Area state legislative delegation and subsequently enacted into law. This measure authorized Regional Measure 2 to be placed on the ballot for seven Bay Area counties, including Solano County, adding a 3<sup>rd</sup> dollar toll to the seven state-owned bridges in the Bay Area to fund an extensive list of transportation projects. Thanks to the efforts of Solano County's state legislative delegation and Shaw & Yoder, Inc., the STA was successful in having all of its priority projects included in the expenditure plan for RM 2. This included \$100 million for the I-80/I-680/SR 12 Interchange, \$28 million for the Vallejo Station, \$25 million for the Fairfield/Vacaville Rail Station and track improvements, \$20 million for Solano County Express Bus Intermodal Stations, and an estimated \$5 million per year in combined operating funds for the Vallejo Baylink Ferry and Solano County Express Bus Service on the I-80 and I-680 corridors.

In addition to advocating for funding, they serve as a communication conduit for the STA Board and staff with Solano County's four state legislators, key transportation and budget committees in both the Assembly and the Senate and with the California Transportation Commission, Caltrans and the Business, Transportation and Housing Agency (B,T & H). Subsequently, the STA has amended its contract with Shaw & Yoder, Inc. on an annual basis on four separate occasions. Last year, the STA retained Shaw & Yoder, Inc. for a contract amount of \$30,000 (a retainer of \$3,000 per month covering a 10 month timeframe). The most recent contract expired on September 30, 2004.

**Discussion:**

During the past year, the Executive Committee set specific priorities for the STA's state legislative advocacy efforts. This included monitoring legislative proposals to merge the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), State budget deliberations affecting transportation, the Governor's proposal to restructure California's state government, and legislative proposals pertaining to the cost increases related to the Bay Bridge. At the request of the Executive Committee, Shaw & Yoder, Inc. communicated with the Executive Committee on a quarterly basis and provided periodic presentations to the STA Board, in addition to the monthly written communications with the STA Board and weekly contact with staff.

The firm of Shaw & Yoder, Inc. has continued to provide the STA with high caliber representation in Sacramento for an affordable price. Based on their recent positive and effective track record, staff recommends the STA Board approve renewing the contract with Shaw & Yoder, Inc. for the monthly retainer of \$3,000 per month for the upcoming legislature year, a contract total of \$36,000. Pursuant to approval of the contract by the STA Board, staff will be working with Shaw & Yoder, Inc. and the Executive Committee to review the STA's draft Legislative Platform for 2005 and will schedule their first presentation for the Board meeting of January 2005. As part of their scope of work, Shaw & Yoder will continue to provide monthly updates to the STA Board and quarterly presentations.

**Fiscal Impact:**

The fiscal impact of this contract is \$36,000, which has been included in the FY 2004-05 and FY 2005-06 budgets.

**Recommendation:**

Authorize the Executive Director to extend the contract for Lobbying Representation Services with Shaw & Yoder, Inc. for services through September 30, 2005 for an amount not to exceed \$36,000.

**Attachments:**

- A. Scope of Services for Shaw & Yoder, Inc.

Shaw/Yoder, Inc.  
2005 Scope of Work

CONSULTANT agrees to perform professional services for CLIENT, as requested by the CLIENT, including, but not limited to:

- A. Reconnaissance of proposed state government actions which may affect CLIENT, to include;
  - a. Maintain an overview of legislation and executive agency activities
  - b. Advise appropriate CLIENT staff of all activities and initiatives
  - c. Research to adequately provide this function
- B. Analyze and recommend proposed state legislative and executive agency actions affecting CLIENT.
- C. Consult with CLIENT on potential implications of issues and alternative responses to state initiatives and participation in CLIENT meetings as scheduled; consult with CLIENT on any and all activities as requested by CLIENT or as deemed necessary by CONSULTANT.
- D. Develop, coordinate and execute CLIENT's advocacy efforts, including communication with legislative officials and other governmental officials for the purpose of influencing legislation or administrative action.
- E. Monitor all introduced legislative bills for consultation with CLIENT to determine those of interest of CLIENT.
- F. Prepare monthly progress reports to CLIENT staff and board and make quarterly presentation at STA Board meetings.
- G. Prepare support/opposition letters, letters of request for assistance, and all other support/opposition materials needed to ensure the success of goals and objectives.
- H. Assist CLIENT in the development and execution of legislative programs, jointly or separately, for CLIENT.
- I. Primary emphasis shall be given to issues that will provide specific and identifiable benefits to CLIENT.



DATE: October 5, 2004  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Solano/Napa Multi-Modal Travel Demand Model (Phase 1)  
Contract Amendment

**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 forecast traffic to the year 2030. The Solano/Napa Model Committee, consisting of modelers and planners from the cities and counties of Solano and Napa, has been meeting monthly with the consultants to develop the new Solano/Napa Multi-Modal Travel Demand Model.

The new model is being developed utilizing 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 regularly 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.

In 2001-02 the STA determined the need to prepare an entirely new multi-modal travel demand model with the horizon year of 2030 and using the latest modeling program ("T+/Cube") because of the following major reasons:

- "TP+/Cube" has the multi-modal capabilities that STA and its member agencies will need now and in the future (i.e., rail, bus and HOV demand).
- The new program and model has a much greater capacity to add the necessary network links, traffic analysis zones, land use data, etc., to have it fully function as a multi-regional, multi-modal model.
- MTC, as well as some of the STA member agencies, have already secured and begun using the "TP+/Cube" program on their own (i.e., Fairfield, Vacaville and Vallejo) and most new models throughout the Bay Area are now using this program.
- The data for the new model is being developed with Geographic Information System (GIS) files to make it easier and quicker to conduct future model updates.
- It is expected that the accuracy of the travel behavior at the easterly gateways to and from Solano County (i.e., I-80 near Dixon and SR 12 in Rio Vista) will be better with

the inclusion of the Sacramento (SACOG) and the San Joaquin (SJCOG) regional models into this new STA model.

The new STA 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 and 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 modeling consultant has verified the model to year 2000 traffic volumes on major roadways within Solano and Napa counties. Local land use data, provided by the cities and counties, 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:**

**Land Use Projections**

Staff and consultants have met 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 provided each local jurisdiction the opportunity to adjust the projections within the Traffic Analysis Zones (TAZ) located within their jurisdiction's boundaries, 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, some of the future development would occur beyond the 2030 timeframe of this model.

If planned development actually occurs sooner than initially projected, it will be reflected in the next model update that will take place 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.

Model consultants presented a preliminary overview of the new model at the TAC meeting of September 29, 2004 and will provide an update at the October 27, 2004 TAC meeting. The model will then be presented at the STA Board meeting on December 8, 2004. Staff has encouraged each TAC Member to discuss the model with their jurisdiction's member of the Model Committee, and/or Planning Director. Like any new multi-regional model of this magnitude and complexity, refinements will continue to be made until the projected numbers for major gateways and corridors of Solano County are considered to be sufficiently accurate to meet MTC and Caltrans conformity standards.

Some of the initial work needed to prepare a Phase 2 Model (transit component) 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.

#### Consultant Contract Amendment

The CTC originally allocated \$400,000 to the STA to develop this new model with STIP funds, as part of the I-80/680/12 interchange project. However, after deducting 10% for project monitoring purposes by Caltrans, \$360,000 was made available to STA for consultant services to develop the new model. The original contract with DKS consultants was for \$350,000, which has now been substantially expended. Although the consultant believes he has achieved a two-county model that largely reflects the regional travel demand between counties, into, out of, and through the two counties (Solano and Napa), additional time has been spent on the model development than originally expected, and further refinements to complete the model are still needed. There has been significant involvement from each of the member agencies (including modelers and planners from each of the agencies) to incorporate current information on the network, traffic counts, and land uses. Additional consultant time has been spent to complete certain tasks than originally expected including:

- Correcting problems with base year traffic data used for reference
- Updating and modifying inaccurate base year land use data
- Reviewing and modifying problems with assumptions for local land use forecasts

- Coordinating modifications to coding of the network including incorporating the correct speeds, number of lanes and identifying the correct facility type
- Additional modeling meetings, modeling runs and revisions necessary to address technical inconsistencies

Staff has reviewed these additional work tasks and the hours required by the consultant and agree that they were beyond the original consultant contract scope of work and estimated hours. It was originally expected that STA would retain a separate economic/land use consultant for approximately \$25,000 to augment the prime consultant work beyond the original scope of work for DKS. Because there was only \$360,000 of total STIP funds made available to retain the prime consultant, a second consultant services contract was not pursued and, therefore, DKS, and Dowling Associates, a subcontractor originally retained to work mainly on more technical modeling issues, has spent unanticipated resources to work with member agencies to compile and refine the existing and projected land uses consistent with the regional projections.

Based on recent discussions with the consultant to complete the remaining work necessary for the basic model, staff has determined that a maximum of \$25,000 will be needed to complete the Phase 1 (traffic) model, respond to final comments and input from the Model Committee, make the final necessary land use and network refinements, provide the necessary documentation to member agencies, Caltrans and MTC, and develop a strategy, scope of work and cost estimate to prepare a Phase 2 model at a later time.

Staff has identified the following available fund sources to cover the costs of the contract amendment with DKS Associates to complete Phase 1:

\$25,000 – Carryover funds remaining from the 2003-04 STA budget (because of savings in General Administration) that is being carried over into the 2004-05 budget

Staff believes it is critical that the new Phase 1 model be completed in an expeditious manner so that a number of new plans and projects can utilize the new traffic model during the next year or two including:

Short Term Projects (next 1-5 years)

- I-80/680/12 Interchange project
- I-80 High Occupancy Vehicle Lane project
- SR 12 Rio Vista Bridge Feasibility Study
- SR 113 Major Investment Study

Mid and Long Term Projects (beyond 5-years)

- Updating the projections for the I-80, I-680 and SR 12 Corridors
- I-680 HOV lane project
- Initiate efforts to prepare a Phase 2 model that could assist in updating ridership and stations projections to implement future regional rail service and expanded express bus services throughout Solano County

On September 29, 2004, the STA TAC reviewed the status of the new Phase 1 Solano Napa Travel Demand Model and unanimously recommended the STA Board approve this contract amendment.

Attached is a current "Summary Progress Report" prepared by DKS consultants with a revised scope of work and updated cost estimate to complete the Phase 1 model.

**Fiscal Impact:** This Phase 1 model contract amendment would be funded with \$25,000 of carryover funds from FY 2003-04.

**Recommendation:**

Approve a \$25,000 contract amendment with DKS Associates to complete the Phase 1 Solano Napa Multimodal Travel Demand Model.

**Attachments:**

- A. Memo from DKS Associates dated September 21, 2004 entitled, "Additional Services Related to Development of Solano/Napa Model"
- 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: September 21, 2004  
 SUBJECT: Additional Services Related to Development of the Solano/Napa Model P/A No. 02306

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***Status to Date***

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



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links. The travel model has also been developed to be viewable in Cube software, which also allows for color coding.

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.

In the effort to develop a base year estimate and future year forecasts, considerably more effort has been required in order to adjust and verify different land use assumptions with each jurisdiction. The project, originally designed to have a land use consultant, has proceeded without this assistance. As a result, the model consultants have been undertaking many of the land use consultant tasks.

### ***Upcoming Tasks***

In order to provide the model consultant staff additional resources to document the model findings, as well as provide additional resources to answer questions and make further adjustments in the next few months, the following tasks have been developed.

**Refine Highway Element and Prepare Final Phase 1 Forecasts.** DKS team will continue to provide changes and coordinate with the Model Technical Advisory Committee to finalize Phase 1 forecasts. This is an extension of Task 8.

**Submit Documentation on Phase 1 Highway Model.** DKS will continue to work to complete the model documentation, begun as part of Task 9.

**Meetings/Administration.** DKS will be available for technical meetings and provide additional materials and response as needed on the Phase 1 Model.

### ***Request for Contract Amendment***

DKS Associates has identified an estimated budget for our upcoming work. First, DKS has developed an estimate of hours for completing the above tasks. These are shown as Table 1. This table also shows current salaries applied to the audited multipliers identified in the original contract.

**Table 1  
Proposed Labor Hours**

Task	Joe Story	Ming Lee	Support	Graphics	Total Hours
Provide Final Forecasts	40	48			88
Submit Documentation	20	24	10	8	62
Meetings/Administration	32	24			56
<b>Total Hours</b>	<b>92</b>	<b>96</b>	<b>10</b>	<b>8</b>	<b>206</b>
<b>Total Hourly Rate for Each Individual</b>	<b>\$148.82</b>	<b>\$100.15</b>	<b>\$65.54</b>	<b>\$92.05</b>	

Based on the anticipated effort, DKS has also developed an estimate of direct costs. These are shown in Table 2.

**Table 2  
Proposed Direct Costs**

Task	Travel	Deliveries/ Miscellaneous	Total
Provide Final Forecasts	\$50.00		\$50.00
Submit Documentation	\$50.00	\$40.00	\$90.00
Meetings/Administration	\$162.33		\$162.33
<b>Total Cost</b>	<b>\$262.33</b>	<b>\$40.00</b>	<b>\$302.33</b>

Through calculating labor hours and direct costs, DKS has developed an estimated budget request. This is provided in Table 3.

It should be noted that further work on Tasks 10 through 14 (Phase 2 Model) are not authorized with this amendment. Also, the time allocation for the current contract should be extended to March 1, 2005.

**Table 3  
Budget Summary**

<b>Task</b>	<b>Labor Budget</b>	<b>Expenses</b>	<b>Total</b>
Provide Final Forecasts	\$10,760.02	\$50.00	\$10,810.02
Submit Documentation	\$6,771.85	\$90.00	\$6,861.85
Meetings/Administration	\$7,165.80	\$162.33	\$7,328.13
<b>Total</b>			<b>\$25,000.00</b>

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YEAR 2000 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Benicia											
ABAG (Proj 2003)			10,352	26,928	2,070	1,860	4,750	90	2,900		11,670
Local Data	6,620	3,133	9,753	25,224	1,553	2,119	3,163	0	2,356	1,684	10,876
Difference			-599	-1,704	-517	259	-1,587	-90	1,140		-794
Difference %			-5.8%	-6.3%	-25.0%	13.9%	-33.4%	-100.0%	39.3%		-6.8%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Dixon											
ABAG (Proj 2003)			5,102	16,180	760	950	610	900	1,440		4,660
Local Data	3,890	636	4,525	14,311	808	824	567	651	976	260	4,087
Difference			-577	-1,869	48	-126	-43	-249	-204		-573
Difference %			-11.3%	-11.8%	6.4%	-13.2%	-7.0%	-27.7%	-14.1%		-12.3%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Fairfield											
ABAG (Proj 2003)			30,995	96,545	8,640	9,000	22,400	480	1,640		42,160
Local Data	22,907	9,565	32,472	97,110	8,211	11,268	22,241	0	1,587	504	43,811
Difference			1,477	565	-429	2,268	-159	-480	451		1,651
Difference %			4.8%	0.6%	-5.0%	25.2%	-0.7%	-100.0%	27.5%		3.9%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Rio Vista											
ABAG (Proj 2003)			1,940	4,715	570	530	800	160	20		2,080
Local Data	1,387	232	1,619	4,070	208	321	356	6	329	18	1,239
Difference			-321	-645	-362	-209	-444	-154	327		-841
Difference %			-16.6%	-13.7%	-63.5%	-39.4%	-55.5%	-96.1%	1636.9%		-40.4%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vacaville											
ABAG (Proj 2003)			28,351	89,304	6,000	6,710	9,220	220	3,320		25,470
Local Data	22,060	6,180	28,241	79,986	6,446	6,558	10,064	0	3,442	733	27,244
Difference			-110	-9,318	446	-152	844	-220	855		1,774
Difference %			-0.4%	-10.4%	7.4%	-2.3%	9.2%	-100.0%	25.8%		7.0%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vallejo											
ABAG (Proj 2003)			40,608	119,917	7,120	8,180	12,510	80	4,320		32,210
Local Data	26,976	13,016	39,992	116,269	4,262	9,763	7,099	0	2,979	1,137	25,240
Difference			-616	-3,649	-2,858	1,583	-5,411	-80	-204		-6,970
Difference %			-1.5%	-3.0%	-40.1%	19.3%	-43.3%	-100.0%	-4.7%		-21.6%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Suisun City											
ABAG (Proj 2003)			8,158	26,640	780	1,540	1,040	420	220		4,000
Local Data	8,167	1,319	7,485	24,388	1,089	680	374	0	167	126	2,436
Difference			-673	-2,252	309	-860	-666	-420	73		-1,564
Difference %			-8.2%	-8.5%	39.6%	-55.8%	-64.0%	-100.0%	33.0%		-39.1%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Solano Unincorporated											
ABAG (Proj 2003)			4,897	14,313	190	20	10	680	60		960
Local Data	3,457	14	3,471	9,925	197	349	164	232	608	11	1,560
Difference			-1,426	-4,388	7	329	154	-449	559		600
Difference %			-29.1%	-30.7%	3.6%	1642.5%	1543.3%	-66.0%	931.1%		62.5%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
SOLANO COUNTY											
ABAG (Proj 2003)			130,403	394,542	26,130	28,790	51,340	3,030	13,920		123,210
Local Data	93,465	34,094	127,559	371,281	22,775	31,882	44,029	889	12,445	4,473	116,492
Difference			-2,944	-23,261	-3,355	3,092	-7,311	-2,141	2,998		-6,718
Difference %			-2.2%	-5.9%	-12.8%	10.7%	-14.2%	-70.7%	21.5%		-5.5%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Benicia ABAG (Proj 2003)			11,980	31,200	3,480	3,560	7,240	120	5,060		19,460
Local Data Data	8,186	3,756	11,942	31,408	1,536	2,157	7,658	0	6,851	1,875	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%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Dixon ABAG (Proj 2003)			10,860	34,300	1,180	1,910	1,410	950	1,920		7,370
Local Data	9,089	1,536	10,626	33,605	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%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Fairfield ABAG (Proj 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%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Rio Vista ABAG (Proj 2003)			7,560	18,500	1,260	2,910	1,350	160	290		5,970
Local Data	7,921	1,162	9,084	22,840	1,094	1,639	2,596	10	2,254	16	7,609
Difference			1,524	4,340	-166	-1,271	1,246	-150	1,960		1,639
Difference %			20.2%	23.5%	-13.2%	-43.7%	92.3%	-93.8%	682.9%		27.5%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vacaville ABAG (Proj 2003)			43,600	132,800	9,860	14,270	14,030	270	6,000		44,430
Local Data	40,213	2,352	42,565	121,640	10,742	11,468	18,875	0	4,695	837	46,617
Difference			-1,035	-11,160	882	-2,802	4,845	-270	-467		2,187
Difference %			-2.4%	-8.4%	8.9%	-19.6%	34.5%	-100.0%	-7.8%		4.9%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
City of Vallejo ABAG (Proj 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%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Suisun City ABAG (Proj 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%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Total
Solano Unincorporated ABAG (Proj 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%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	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	554,774	41,433	47,266	83,986	1,205	25,004	8,616	207,532
Difference			-2,292	-22,526	-1,417	-11,214	7,836	-2,005	9,630		2,852
Difference %			-1.2%	-3.9%	-3.3%	-19.2%	10.3%	-62.5%	40.1%		1.4%



DATE: October 4, 2004  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Support of Welfare to Work LIFT Grant Applications

**Background:**

In 2002, the Welfare to Work Transportation Plan for Solano County was approved by the Solano Transportation Authority. Facilitated by a consultant funded by the Metropolitan Transportation Commission, this plan was prepared through the efforts of the Solano Welfare to Work Transportation Advisory Committee. The committee has had a broad membership of not only STA and County staff, but also public officials, employers, transit operators, non-profit organizations, and child care services. During an eighteen month process, the committee identified key transportation obstacles for Solano CalWORKs clients and strategies to overcome the top ten priority obstacles were developed (see Attachment A).

Implementing these priority strategies has been the focus of the committee's efforts since the Plan was approved. The membership of the committee has remained the same and the committee has been chaired jointly by STA and County of Solano staff.

To support the implementation of transportation projects identified in county Welfare to Work Transportation Plans, the Metropolitan Transportation Commission (MTC) has been offering Low Income Flexible Transportation (LIFT) grants. The LIFT grant process is a competitive Bay Area wide process. From the last LIFT grant cycle, two Solano projects from the Welfare to Work study were funded: Rio Vista Vanpool Project and Kids Express. MTC issued the latest LIFT Call for Projects in August and project applications were submitted in September. The LIFT funds can fund projects for up to three years and require a minimum 20% non-federal match. Public and non-profit groups may enter into funding agreements for projects funded by LIFT grants.

**Discussion:**

Two new projects were endorsed by the Welfare to Work Transportation Advisory Committee to be submitted for LIFT funding. The two projects are "Extended Transit for CalWORKs" clients and the DRIVES program.

STA staff has submitted the "Extended Transit for CalWORKs" clients program. This project will fill the transportation gap for the Fairfield/Suisun City area when public transportation is not in service. Because the level of projected demand by

CalWORKS clients does not justify an extension of fixed route service, a subsidized taxi service is proposed. Local transit does not operate early enough or late enough to connect with all intercity transit service to all locations in the two-city area. For swing or night shift jobs, public transit would only be able to serve the trip to or from work. A subsidized taxi service can offer service 24- hours a day, seven days a week. The subsidized taxi service is not intended to provide a long term solution to CalWORKs commuters, but a dependable transportation option until another solution is found: purchase of a vehicle, securing a consistent day shift job, etc. Working closely with the County, the grant application proposes that STA would administer the subsidized taxi program.

The DRIVES program is a countywide program currently in operation. This program provides low-income individuals with vehicles. Vehicles are donated to the program and repaired to ensure safety before being passed to low income individuals in need. The ability to provide vehicles has been limited by funding needed to repair the vehicles, not by vehicles donations. The County contracts with the Benicia Community Action Council to administer the program. These two entities have jointly submitted for LIFT funding. This project also supports the Dixon Community Based Transportation Plan which included a Vehicle Purchase program as a priority strategy.

**Financial Impact**

The Extended Transit for CalWORKs clients will be primarily funded with LIFT funds and matched with \$10,000 of STAF funds which have already been approved. The other project has no STA financial or administrative impact. If these grant applications are approved they will bring funds to Solano to implement transportation projects benefiting Solano County Welfare to Work clients.

**Recommendation:**

Authorize the STA Chair to sign letters of support for Low Income Flexible Transportation (LIFT) grant applications supporting the Welfare to Work Transportation Plan for the following projects: 1) Extended Transit for CalWORKs and 2) DRIVES.

Attachment:

- A. Solano Welfare to Work Transportation Plan Recommended Strategies

**Figure ES-2 Summary of Transportation Programs**

Program	Description	Key Agency or Agencies	Estimated Costs	Transportation Gap Addressed
1. Develop Vanpools to Benicia, Solano and Vacaville Industrial Parks  <i>High Priority Project</i>	Help create and fund vanpools targeted at specific home and employment sites including the Benicia, Solano and Vacaville Industrial Parks.	Employers, Industrial Park Associations, Solano Napa Commuter Information (SNCI), and Solano County Health and Social Services (SCHSS).	Vanpool costs are variable depending on the number of pool members mileage, lease terms, fuel and other incremental costs. On average, a vanpool passenger will pay between \$0.03 and \$0.07 per mile.  If a passenger travels 20 miles each way to his/her worksite 22 days per month at a cost of \$0.07 per mile, he/she will pay a monthly fare of about \$62.00	<ul style="list-style-type: none"> <li>■ Lack of late night and owl service for swing shifts and graveyard shifts.</li> <li>■ Lack of transit service to industrial parks.</li> <li>■ Lack of coordination in service hours between regional and local routes.</li> <li>■ Lack of weekend service.</li> <li>■ Inadequate service frequencies during morning and evening peak periods.</li> </ul>
2. Subscription Shuttle Bus Services to Industrial Parks  <i>High Priority Project</i>	Create a van or small bus service for those whose job shifts occur after the fixed route buses stop operating and for those whose home or worksite is not served by transit.	Solano Transportation Authority (STA), Solano County Health and Social Services, Employers, Private Transportation Providers, and Local Transit Providers	Based on hourly cost of approximately \$43/hour <sup>1</sup> and the cost of purchasing vans or mini-buses at \$20,000 - \$65,000 per vehicle depending on the vehicle size.  If a bus carries a full load (14 passengers) each trip for a 30 minute journey to work (assuming an empty load on the return trip), the annual cost of providing this service would be about \$22,500 per vehicle.	<ul style="list-style-type: none"> <li>■ Lack of late night and owl service for swing shifts and graveyard shifts.</li> <li>■ Lack of transit service to industrial parks.</li> <li>■ Lack of coordination in service hours between regional and local routes.</li> <li>■ Lack of weekend service.</li> <li>■ Inadequate service frequencies during morning and evening peak periods.</li> </ul>
3. Market and Encourage Employer-Based Strategies at Industrial Parks  <i>High Priority Project</i>	Encourage major employers to provide and/or assist with transportation for employees.	Solano Napa Commuter Information, Solano County Health and Social Services, Industrial Park Associations, and Employers.	Marketing, printing, and other related tasks would be the only public costs. A part-time staff person may be required at a cost of \$20,000 per year.	<ul style="list-style-type: none"> <li>■ Lack of transit service to Benicia, Solano and Vacaville Industrial Parks.</li> </ul>

45

**Solano County  
Welfare to Work Transportation Plan • Final Report**

METROPOLITAN TRANSPORTATION COMMISSION

Program	Description	Key Agency or Agencies	Estimated Costs	Transportation Gap Addressed
4. Shuttle Service for Childcare Transportation	Develop a 24-hour shuttle service exclusively for transporting children from home to school, from school to day care and day care to home in the evening.	Solano County Health and Social Services, Solano Transportation Authority, School Districts, Private Contract, Operators, Day Care Providers Solano Family & Children's Services, and the Children's Network	\$1.06 million based on hourly cost of approximately \$60/hour <sup>2</sup> – includes contracting of the vehicles, drivers, maintenance of vehicles, fuel and the salary of an attendant on all vans.	<ul style="list-style-type: none"> <li>■ Lack of childcare transportation – includes transporting children of SolanoWORKs participants from home to day care and day care to school in the morning, school to day care in the afternoon and day care to home or after-hours day care in the evening or night.</li> </ul>
<b>High Priority Project</b>				
5. Volunteer Driver Programs for Rio Vista and Dixon for Non-Regular Trips	Solicit volunteer drivers to provide rides to SolanoWORKs participants.	City of Rio Vista, City of Dixon, Dixon Read-Ride, and Solano Napa Commuter Information	Approximately \$50,000, but costs are based on actual usage. Rides could be entirely free or volunteers may be reimbursed at \$0.40/mile. Administration and marketing costs would be minimal.	<ul style="list-style-type: none"> <li>■ Lack of transportation from Rio Vista and Dixon to the rest of Solano County.</li> </ul>
6. Morning and Evening Transportation Service Between Rio Vista and the Westfield Shopping Town-Solano (formerly Solano Mall) Using Small Vehicles	Vanpool or small bus transportation service during peak periods with direct connections to Fairfield/Suisun Transit's buses at Westfield Shopping Town-Solano or the Fairfield Transportation Center.	City of Rio Vista Fairfield/Suisun Transit, Solano Napa Commuter Information, and Solano County Health and Social Services	\$32,500 based on an hourly cost of approximately \$45/hour. Service would be contracted out to experienced transit provider, or, service would be implemented as a vanpool at a cost of about \$0.06 per mile for each passenger.	<ul style="list-style-type: none"> <li>■ Lack of Transportation to/from Rio Vista</li> </ul>
7. Extend Local Fixed Route Hours to Extend Beyond Regional Transit Service Hours	Extend all local fixed route schedules to provide one trip after last regional service trip ends.	Local transit providers, Solano Transportation Authority, and Metropolitan Transportation Commission (MTC).	\$1.2 million/year (see Figure 7-3 for cost breakdown)	<ul style="list-style-type: none"> <li>■ Lack of coordination in service hours between regional routes and local routes.</li> <li>■ Lack of late night and owl service for swing shifts and graveyard shifts.</li> </ul>

**Solano County  
Welfare to Work Transportation Plan • Final Report**

METROPOLITAN TRANSPORTATION COMMISSION

Program	Description	Key Agency or Agencies	Estimated Costs	Transportation Gap Addressed
8. Subsidized Taxi Program for One-Time Trips	Pay the costs of taxi rides to job interviews, one-day trainings and short-term job placements.	Solano County Health and Social Services and local taxi companies	Costs based on actual usage. Current taxi rates are \$2 to start a trip and \$2.25/mile thereafter. A ten mile trip would cost \$24.50. Discounted rates would probably be possible as is done with Guaranteed Ride Home programs throughout the Bay Area.	<ul style="list-style-type: none"> <li>■ Lack of transportation for persons without access to transit due to geography, time of day, or day of week to the rest of Solano County.</li> <li>■ Inadequate service frequencies during morning and evening peak periods.</li> </ul>
9. Evaluate Feasibility of Extending Fairfield/Suisun Transit Service to Serve Solano Industrial Park	Encourage a study of extending the existing service to improve service to the Solano Industrial Park as part of the upcoming Short Range Transit Plan process.	Fairfield/Suisun Transit and Solano Commuter Information	Costs based on additional service hours (\$64/hour) plus the cost of additional buses (about \$300,000 each).	<ul style="list-style-type: none"> <li>■ Lack of transit service to Solano Industrial Park</li> </ul>
10. Locate Childcare Centers at or near Transit Hubs	Include a fully licensed childcare center near transit hubs and appropriate new development projects in Solano County.	Solano Family & Children's Services, Children's Network, Solano County Planning Dept., City Planning Departments in Solano County, Solano Transportation Authority, and the County transit providers.	Costs are variable depending on whether a facility is constructed, rehabilitated or simply renovated to accommodate childcare.	<ul style="list-style-type: none"> <li>■ Lack of Childcare Transportation</li> </ul>

<sup>1</sup> \$48/hour is the current rate Vallejo Transit is paying to their contract operator for dial-a-ride service (Vallejo Transit Short Range Transit Plan 2001/02).

<sup>2</sup> The current rate being paid to the contract operator of the Contra Costa County children's shuttle service is \$59.98/hour.

47



DATE: October 5, 2004  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Letter of Support for Caltrans Planning Grant for Sonoma Boulevard  
(SR 29) Corridor Study

**Background:**

Caltrans provides Community – Based Transportation Planning Grants to local jurisdictions to conduct transportation and land use studies. These grants are awarded annually to agencies to prepare conceptual-level planning and design activities that encourage community collaboration and promote livable community concepts. Up to \$250,000 may be awarded for each study. An estimated \$3 million will be available statewide over the next two program years (2004/05 and 2005/06). The next submittal deadline for this program is October 15, 2004.

In 2002-03, the STA received a \$60,000 grant from this program to prepare the Countywide Pedestrian Plan.

**Discussion:**

The City of Vallejo is proposing to submit a Community – Based Transportation Planning Grant request for \$250,000 to conduct the Sonoma Boulevard (SR 29) Corridor Study (see Attachment A). John Bunch, Development Services Director for the City of Vallejo, informed STA staff and the STA TAC that these planning funds would be used to address various transportation and land use concerns along the portion of this corridor (north of the downtown area) on a comprehensive basis with development of a Specific Plan and an Environmental Impact Report.

The study will provide a concept plan that will identify needed enhancements to the boulevard such as landscaping, undergrounding of utilities, and facilities for transit, bicycles and pedestrians. The City proposes to include a public outreach/participation program and will be working with a group of businesses and property owners in the study area.

This corridor project has also been included as a TLC Candidate Project in the STA's new Transportation for Livable Communities Plan (see STA Board Agenda Item VIII. C.) and is listed as a new project in the STA's Overall Work Program for FY 2004/05 and FY 2005/06.

On September 29, 2004, the STA TAC approved a recommendation to the STA Board to authorize the STA Chair to sign a letter of support for this Caltrans CBO application of the City of Vallejo.

**Fiscal Impact:**

None to the STA budget.

**Recommendation:**

Authorize the STA Chair to sign a letter of support for the City of Vallejo's application to Caltrans for a Community – Based Transportation Planning Grant for the Sonoma Boulevard (SR 29) Corridor Study.

**Attachment:**

- A. City of Vallejo Letter, September 27, 2004, RE: Letter of Support

## CITY OF VALLEJO

SEP 29 2004

DEVELOPMENT SERVICES DEPARTMENT

PLANNING DIVISION  
(707) 648-4326  
(707) 552-0163 FAX

BUILDING DIVISION  
(707) 648-4374  
(707) 552-0163 FAX

CODE ENFORCEMENT DIVISION  
(707) 648-4469  
(707) 649-5457 FAX

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555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934



September 27, 2004

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

Re: Letter of Support

Dear Daryl:

As we've discussed, the City of Vallejo will be submitting an application with Cal Trans for a Community-Based Transportation Planning Grant. Our application will outline a request for a \$250,000 grant and is due by October 15, 2004.

The proposed study area for this grant is Sonoma Boulevard (State Route 29) north of the Vallejo Downtown. Generally speaking, the Sonoma Boulevard corridor does not have a character which reflects well on our community. The street right-of-way is designed to focus on automobile travel to the exclusion of other concerns. The street encourages high vehicle speeds and has limited provisions for pedestrian or bicycle access. There is almost no landscaping and overhead utilities are prevalent. All of these factors present an unappealing transportation corridor for residents, visitors and merchants.

The City of Vallejo has decided to address these transportation and land use concerns on a comprehensive basis with the preparation of a Specific Plan and EIR. See the attached information sheet for a description of that project. In anticipation of that project, the City will request grant funds for transportation-related studies and a public outreach/participation program which are essential to subsequent preparation of the Specific Plan and EIR.

This letter is written to request a letter of support from the Solano Transportation Authority for our Cal Trans grant application. The City of Vallejo believes that such support will greatly enhance the value of our application and improve our chances of being awarded a grant in this very competitive process.

Thank you very much for your consideration of our request and for your support for comprehensive transportation and land use planning in Vallejo. Please let me know if you need any additional information regarding this matter.

Sincerely,



John Bunch  
Development Services Director

cc: Mayor and City Council  
Otto Wm. Giuliani, Interim City Manager  
Craig Whittom, Community Development Director  
Mark Akaba, Public Works Director



# CITY OF VALLEJO

DEVELOPMENT SERVICES DEPARTMENT

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555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934

TO: Robert Guerrero, Solano Transportation Authority  
FROM: John Bunch, Development Services Director, City of Vallejo  
SUBJECT: Sonoma Boulevard project

As we discussed, the City of Vallejo proposes to prepare and adopt a Specific Plan for a portion of Sonoma Boulevard (State Route 29). The purpose of the Specific Plan is to address land use, circulation, urban design and related issues on a comprehensive basis. The overall vision, which has been discussed with and supported by the Vallejo City Council, is to prepare a Plan which would provide for:

- A mix of compatible commercial, residential and public uses which facilitates infill development and the efficient use of land in an urban context.
- Creating a true boulevard, one that contains and defines the arterial corridor, by placing buildings close to the street facing sidewalk and trees.
- Treating the boulevard as an important public space and a center of community activity with lines of trees, pedestrian amenities, removal of overhead wires and other attractive design elements.
- Making space for different street users such as auto and transit traffic, bicycles and pedestrians while maintaining street capacity and smooth traffic flow.

The limits of the Planning area have not been defined as yet. At a minimum, however, the Specific Plan would include the 1.6 mile length of Sonoma Boulevard from the State Route 37 interchange to Couch/Nebraska Streets and a substantial amount of land on both sides of the street.



DATE: October 4, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: STA Board Approval 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 Priority Projects. The current STA Overall Work Plan for FY 2003-04 and FY 2004-05 includes a list of 43 priority projects. Of the 43 projects, 38 were funded as of June 2004. With the recent approval by the STA Board of a STP/CMAQ fund swap, two additional priority projects have been funded for FY 2005/06 (Rio Vista Bridge Relocation Study and the SR 113 MIS). Six projects were targeted for funding in FY 2003/04 and one project remained unfunded.

In follow up to the STA Board's approval of the FY 2004/05 and 2005/06 budget in July 2004, staff reviewed and updated all of the priority projects contained in the STA's Overall Work Plan (OWP). This topic was 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

**Discussion:**

Attached for final review, discussion and adoption by the STA Board is the STA's recommended Overall Work Plan (OWP) for FY 2004-05 and FY 2005-06. The OWP includes a list of 42 specific priority projects and programs. Three recently completed studies (the I-80/I-680/I-780 Major Investment and Corridor Study, the I-80/I-680/I-780 Transit Corridor Study, and the Senior/Disabled Transit Study) have been deleted or modified to reflect the updated status of the project studies. Two projects contained in the OWP, the Rio Vista Bridge Relocation Study and the SR 113 MIS, were recently funded by the Board's approval of the STP/CMAQ fund swap. Five new tasks have been added:

- #5. I-80 HOV Projects – Approved by the STA Board and funded by RM 2
- #7. I-80 Corridor Project PSRs (Project Study Reports) – Recommended by STA staff

- #12. SR 12 MIS Operational Strategy – Approved by STA Board
- #14. SR 29 MIS – Requested by the City of Vallejo
- #26. SR 12 Transit Study – Approved by STA Board

Following discussion and approval of the updated Overall Work Plan by the STA Board, staff will evaluate the fund sources and resources available to the STA and develop a comprehensive plan to fund the STA Board's priority projects that are currently unfunded over the next two years. The funding of the Overall Work Plan will be agendized as part of the STA's mid-year budget update scheduled for January or February 2005.

**Recommendation:**

Approve STA's Overall Work Program for FY 2004-05 and FY 2005-06

Attachment:

- A. STA's Draft Overall Work Program (Priority Projects) for FY 2004-05 and FY 2005-06



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
1.	I-80/680/SR 12 Interchange A. Interchange EIR/EIS B. Cordelia Truck Scales Relocation Study (Completed) Status: Env Scoping Meeting held in May 2003. Environmental studies are underway. Estimated Completion Date (ECD): 2007	STA	TCRP	X	X	\$8.1 mil for EIR/EIS \$740 mil. -\$1 bil. (Capital cost)
2.	North Connector EIR/EA Status: Env Scoping Meeting held in March 2003. Environmental studies are underway. ECD: Spring/Summer 2005	STA	TCRP	X	X	\$2.7 mil for EIR/EA \$68 mil. (Capital Cost)
3.	I-80/680 Auxiliary Lane Project Status: Bids opened on 11/5/03. Construction started in March 2004. ECD: December 2004	Caltrans	ITIP SHOPP	ECD: December 2004		\$15 mil. (Capital Cost)

10/06/2004 kac



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>2004-05</b>	<b>2005-06</b>	<b>EST. PROJECT COST</b>
4.	I-80-SR 12 West-Truck Climbing Lane Project Status: The project is in the 2004 SHOPP and is currently in design. Construction is scheduled to start in 2006 depending on the availability of SHOPP funds. STA to pursue construction funding for FY 05-06. ECD: 2007	Caltrans	SHOPP (2004)	X	X	\$7 mil.
5.	I-80 HOV Projects Status: A. SR 12 W to Air Base Parkway – This portion of the project is included as part of the I-80/I-680/SR 12 Interchange Project. Construction is programmed with RM-2 funds. ECD: 2008-2009 B. Air Base Parkway to I-505 – This project is Long-Term project #25 and is unfunded.	STA	TCRP RM-2  Unfunded	X	X	\$78 mil. (Capital Cost)  \$111 mil. (Capital Cost)
6.	I-80 Red Top Slide Project Status: North side complete. South side under construction. ECD: December 2005	Caltrans	SHOPP	ECD: Fall 2005		\$11.3 mil.
7.	I-80 Corridor Project PSR's Status: I-80/I-680/I-780 Corridor Study identified eligible projects. ECD: Recommended to be an ongoing program.	Caltrans STA	STIP STP/CMAQ Swap		X	NA



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>2004-05</b>	<b>2005-06</b>	<b>EST. PROJECT COST</b>
8.	Develop funding strategy for I-80/680/780 Corridor Study Mid-term and Long-term Projects including Corridor Management and ITS. ECD: 2004/2005	STA	STIP-PPM	X		N/A
9.	Benicia-Martinez Bridge Status: After several delays, bridge construction is continuing. ECD: 2007	Caltrans	RM-1	X	X	\$1.1 bil.
10.	Hwy 12 Jameson Canyon EIR/EIS Status: Only \$4.1M in TCRP funds and \$1.5M in Napa STIP funds were allocated for the EIR/EIS. Caltrans has reported the EIR/EIS is back on schedule. ECD: 2006	Caltrans	TCRP STIP (Napa)	X	X	\$5.6 mil for EIR/EIS \$104 mil (Capital Cost)
11.	Highway 12 SHOPP Projects A. Road Improvements Scandia to Denverton B. Road Improvements Denverton to Currie Status: Environmental for both projects underway. Programmed in 2004 SHOPP Program. ECD: 2008 for both projects.	Caltrans	SHOPP SHOPP	X X	X X	\$36.5 mil.
12.	SR 12 MIS Operational Strategy Status: The Operational Strategy will provide a list of prioritized projects based upon the MIS completed in 2001. ECD: 2004/2005	STA	Gas Tax	ECD: 2004/2005		\$10,000



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>2004-05</b>	<b>2005-06</b>	<b>EST. PROJECT COST</b>
13.	S.R. 12 Re-alignment and Rio Vista Bridge Feasibility Study Status: Preparation of new planning grant application and request for support letters complete and submitted. Waiting decision by Caltrans. STP/CMAQ swap funds also available for funding. ECD: 2006	STA	State Planning Grant STP/CMAQ Swap		X	\$250,000
14.	SR29 MIS Status: New project, unfunded	STA	Unfunded		X	\$150,000
15.	Highway 37 Project A. Phases II B. Phase III and Landscaping Status: Construction is underway and on-schedule for both projects. ECD: January 2005 for Phase II and December 2005 for Phase III.	Caltrans	STIP ITIP, RTIP	X X	ECD: December 2005	\$118 mil.
16.	Highway 113 SHOPP Projects A. Maintenance Project (SR12 to Cherry)(Complete) B. In Downtown Dixon – Reconstruct SR 113 Status: Project A is complete. Project B is being designed by the City; approved in 2004 SHOPP. ECD: Project B – 2005.	Caltrans	SHOPP	X	Construction in Summer 2005	\$2.5 mil.
17.	SR 113 MIS Status: FY 2005-06	STA	STP/ CMAQ Swap		X	\$150,000



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
**LAST UPDATED 9-29-04**  
**(NOT IN ORDER OF PRIORITY)**

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
18.	<p>Jepson Parkway Project</p> <p>A. EIS/EIR</p> <p>B. Walters Road Widening</p> <p>C. Leisure Town Interchange</p> <p>D. Update Concept Plan upon completion of Environmental</p> <p>Status: Project A is underway. Project B and C are under construction.</p> <p>ECD: Project A – 2005. Project B – 2004/2005. Project C – 2006. Project D – 2005/2006</p>	<p>STA</p> <p>Suisun City</p> <p>Vacaville</p>	<p>STP</p> <p>Fed Demo</p> <p>Fed Demo</p> <p>Local</p> <p>Fed Demo</p> <p>STP</p> <p>Local</p> <p>STP</p>	<p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>\$1.4 mil.</p> <p>\$6.1 mil.</p> <p>\$22 mil.</p> <p>\$25,000</p>
19.	<p>Develop Local Interchange and Highway Landscaping Policies</p> <p>ECD: 2004.</p>	STA	General Fund	Complete in 2004/05		NA
20.	<p>Union Street/Main Street Reopening Feasibility Study</p> <p>Status: Draft is complete.</p> <p>ECD: 2004/2005</p>	STA	STIP-PPM	Complete 2004/2005		\$10,000



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
**LAST UPDATED 9-29-04**  
**(NOT IN ORDER OF PRIORITY)**

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
21.	Update of Countywide Traffic Safety Plan A. Highway Segments B. Local Intersections C. Safe Routes to Schools Projects Status: Update underway. ECD: Fall 2004/2005	STA	Gas Tax	Complete 2004/2005		\$5,000
22.	Congestion Management Program/Regional Impact Fee Study A. Phase 1 – Feasibility and Overview Options – 2005  B. Phase 2 – Implementation Plan Status: No action to date. ECD: A-2005; B-2006	STA	Phase 1 STP Planning STP/TLC Planning Phase 2 Unfunded	CMP Update and Phase 1	   X	\$50,000  \$25,000
23.	Countywide Traffic Model/GIS A. Development of new model (traffic) B. Development of new model (transit)  C. Maintenance of model Status: Phase 1 forecasts (traffic) underway; Phase 2 (transit) will commence in FY 04-05 ECD: Phase 1: December 2005; Phase 2: July 2005.	STA	RTIP STP-Planning NCTPA	 X X Ongoing	   Ongoing	\$360,000  \$80,000



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
24.	Transit Management Service A. Route 30 Service Implement to Sacramento Complete Marketing B. Solano Paratransit Status: Ongoing C. Create, identify and increase awareness of Solano Paratransit  Status: Ongoing Programs.	STA	TDA BAAQMD YSAQMD Fares STAF	Ongoing A. Marketing 2004/2005	Ongoing   X	\$177,000   \$494,000  \$5,000
25.	Local Transit Studies A. Rio Vista – Draft under review B. Fairfield C. Vallejo D. Benicia – Consultant retained  ECD: June 2005	STA Fairfield Vallejo Benicia	STAF	X X X X		\$36,000 \$60,000 \$60,000 \$20,000
26.	SR 12 Transit Study ECD: Summer 2005	STA	STAF NCTPA	X	X	\$25,000 \$15,000
27.	Transit Consolidation Study Status: To be initiated after completion of local Transit Studies. Initiate Summer 2005	STA	STAF	X	X	\$75,000



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
28.	Community Based (CBO) Transit Planning A. Dixon – Completed – Sept. 2004 Dixon Implementation (04/05) B. Cordelia Study C. Vallejo Study  ECD: Dixon, Completed; Cordelia, FY05/06; Vallejo, FY06/07	STA/MTC	CBO	X X	X	\$30,000 \$20,000 \$30,000
29.	Solano Works Plan Implementation A. Rio Vista LIFT Project  Status: LIFT grant obtained and implementation underway.	STA	TDA LIFT TANF	X	X	\$99,000
30.	Capitol Corridor Rail Station- Fairfield/Vacaville Station and Fairfield-Suisun-Benicia track improvements. Status: Station and track improvements designs underway. \$25 million included in Regional Measure 2. Priority for federal funding.  Status: Preliminary designs and environmental document for Fairfield/Vacaville Station to be completed by June 2005. Negotiations with Union Pacific initiated.	Fairfield/ Vacaville STA CCJPA	ITIP RTIP ADPE-STIP  Local	X	X	\$35 mil. FF/VV Station



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
**LAST UPDATED 9-29-04**  
**(NOT IN ORDER OF PRIORITY)**

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>2004-05</b>	<b>2005-06</b>	<b>EST. PROJECT COST</b>
31.	<p>Commuter Rail Stations</p> <p>A. Benicia B. Dixon</p> <p>Status: Environmental studies and Basis of Design Report underway for Benicia Intermodal Station; Plans underway for Dixon Intermodal Station; RTP funds expected to be moved into later years of 2004 STIP. Oakland-Sacramento Regional Rail Study is developing preliminary cost estimates for each of these stations. Further detailed feasibility analysis, track improvements and refined cost estimates will be needed for each station.</p> <p>ECD: Summer 2005 for Environmental Studies and Designs for Benicia. Dixon station construction in 2005.</p>		<p>RTP E. CMAQ YSAQMD Clean Air Funds RM2</p>	<p>X X</p>	<p>X X</p>	<p>\$20 mil. \$20 mil.</p> <p>(Preliminary estimates for required track access and platform improvements.</p>
32.	<p>Commuter Rail Study Oakland to Sacramento (Auburn)</p> <p>Status: Track modeling underway to complete Phase 1 analysis; Phase 2 (implementation) analysis proposed to be initiated in 2005.</p> <p>ECD: Summer 2005 for Phase 2.</p>	<p>Sacramento Regional Transit District</p>	<p>STAF</p>	<p>X</p>		<p>\$25,000</p>
33.	<p>Phase 2 Napa Solano Rail Study</p> <p>Status: TBD</p>	<p>STA NCTPA</p>		<p>Completed</p>		<p>Initial Project Complete</p>



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
34.	Baylink Ferry Support and Operational Funds A. Vallejo Station  B. New Ferry   C. Maintenance Facility Status: Ongoing	Vallejo	RTP Fed Demo Fed Boat TCRP Fed RM2  RTP	X  X  X	X    X	\$52 mil.  \$10.8 mil.  \$0.5 mil.
35.	Development of STA's TLC Program  A. Further define/implement Land Use Strategies-TLC Best Practices Plan B. New TLC guidelines - completed C. TLC Corridor Studies (i.e. North Connector, Jepson Parkway and S.R. 12 Design Concept) funding strategy D. County TLC Plan - Completed  ECD: FY 2004-05	STA	Regional TLC CMAQ TE  STP-Planning	X Sept. 2004  Oct. 2004	X  X	\$68 mil. (Capital Costs)



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>2004-05</b>	<b>2005-06</b>	<b>EST. PROJECT COST</b>
36.	Implementation of Countywide Bicycle Plan Priority Projects A. Solano Bikeway Feasibility-Phase 2 Vallejo-(Hiddenbrook) to Fairfield B. Jepson Parkway Bikeway (next phase(s)) C. Benicia Bike Route: State Park/I-780 D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) Status: Countywide Bicycle Plan and new 5-year priority list completed in June 2004 ECD: Ongoing	Fairfield Fairfield/ Vacaville  Benicia	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program	Ongoing  X X X X	Ongoing	\$5mil. -\$7 mil. (Capital costs)
37.	Countywide Pedestrian Plan and Implementation Plan. Status: Countywide Pedestrian Plan is completed.	STA Solano County	State TEA  Bay Trails TDA-ART3	  ECD: Oct. 04		\$3.0 - \$5.0 mil. (Capital Cost)
38.	Solano Napa Commuter Information Program A. Marketing SNCI Program B. Full Incentives Program C. Completion of Guaranteed Return Trip (GRT) Program D. Employer/Vanpool Program E. Web Services Status: Marketing, Incentives, and implement GRT  ECD Jan. 2005 for GRT Program: others are ongoing programs.	STA	TFCA YSAQMD RIDES  CMAQ	Ongoing	Ongoing	FY 04-05 \$124,385 FY 05-06 \$99,354



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	<b>PRIORITY PROJECTS</b>	<b>LEAD AGENCY</b>	<b>FUND SOURCE</b>	<b>2004-05</b>	<b>2005-06</b>	<b>EST. PROJECT COST</b>
39.	STA Marketing/Public Information Program A. Website B. Events C. Transit Marketing brochures D. Route 30 promotion Status: Contract amendment with marketing consultant to develop new materials. Marketing Plan Development and Implementation ECD: Ongoing	STA	STAF Sponsors	Ongoing	Ongoing	FY 04-05 \$155,980 FY 05-06 \$146,000
40.	Monitor Delivery of Local Projects/Allocation of Funds Status: ongoing activity. ECD: ongoing activity.	STA	STIP-PPM STIP-TAP STP/STIP Swap	Ongoing	Ongoing	NA
41.	Develop a Funding Plan for the Solano County Comprehensive Transportation Plan (CTP) <ul style="list-style-type: none"> <li>• Arterials, Freeways &amp; Highways Element</li> <li>• Transit Element</li> <li>• Alternative Modes Element</li> </ul> ECD: Spring 2005	STA	All Sources	X	TBD	\$4.6 billion Transportation Need over 25 years



**SOLANO TRANSPORTATION AUTHORITY**  
**PRIORITY PROJECTS FOR FY 2004-05 and 2005-06**  
 LAST UPDATED 9-29-04  
 (NOT IN ORDER OF PRIORITY)

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2004-05	2005-06	EST. PROJECT COST
42.	Regional Measure 2(RM 2) Implementation <ul style="list-style-type: none"> <li>• Vallejo Station</li> <li>• Solano Intermodal Facilities</li> <li>• I-80/680/SR 12 Interchange</li> <li>• Capital Corridor Improvements</li> <li>• Regional Express Bus North Capital and Operating</li> </ul> Status: Funding reserves submitted	Vallejo STA STA STA, CCJPA MTC	RM-2	Ongoing	Ongoing	\$28 million \$20 million \$100 million \$25 million \$ 16 million and \$3.4 million per year for operating (competitive)



DATE: October 4, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: MTC Transit Connectivity Study

**Background:**

In July 2003, the Metropolitan Transportation Commission (MTC) created a Working Group to begin a study of transit connectivity among transit operators in the Bay Area. The project goals are to:

- Identify connectivity features that are in greatest need of improvement.
- Identify priority connection locations or transit "hubs."
- Identify best practices or models of how to implement improvements.
- Recommend, where applicable, regional standards or procedures for transit operators, local governments and regional agencies to adopt in order to promote more seamless use of transit for the customer.

When completed, the study's recommendations are to be implemented in the following manner:

- To be incorporated into the Transportation 2030 Plan
- To be included as part of the MTC's Transit Coordination Implementation Plan (SB1474)
- To provide the foundation for the Regional Transit Connectivity Plan required by SB 916 now that Regional Measure 2 has passed.

Some of the key customer service issues to be studied are pre-trip planning, fares and fare collection, transfer point services/amenities/information, marketing and education.

**Discussion:**

The STA's Elizabeth Richards has been participating in the Transit Connectivity Working Group. Attached is a copy of the Transit Connectivity Study released by MTC staff. The Study was presented to the Bay Area Congestion Management Agencies on September 24, 2004, to the Bay Area Partnership Board on September 30, 2004 and will be presented to the MTC Commission Board in October. The study's key findings identified four barriers to transit connectivity: 1) Service connections, 2) information and amenities at transfer points, 3) pre-trip planning, and 4) fare policies and fare collection.

The Transit Connectivity Study recommendations focus on a series of seven major points:

- Establish a regional network of transit hubs
- Improve regional wayfinding signage and information assistance
- Fully implement regional transit trip planning
- Expand real-time transit information
- Improve customer information telephone services
- Plan for “last mile” connecting services
- Complete Translink rollout.

Nineteen transit hubs are identified as the Regional Transit Hubs part of the network. For Solano County, the Study includes the Vallejo Ferry Terminal, but only references the Fairfield Transportation Center and Suisun Amtrak Station. A matrix of Real Time Scheduling Information Implementing Transit Agencies in the Bay Area includes Vallejo Transit as the only Solano transit operator. Staff recommends the Fairfield Transportation Center be added to the list of Regional Transit Hubs due to its central location and express bus connections to El Cerrito del Norte and Pleasant Hill BART stations, the Capitol Corridor Rail Station at Suisun City, UC Davis, and Sacramento and its regional light rail system and Amtrak station. The recommendation was supported by the Transit Consortium and STA TAC.

Once this Transit Connectivity Study is completed, MTC will be preparing a Request for Proposal (RFP) for the Regional Transit Connectivity Plan that is directed to be prepared by SB 916. By legislation, this Plan needs to be adopted by MTC by December 1, 2005. The existing working group will have a role in preparing the RFP. This initial Transit Connectivity Study will serve as a foundation for the future study with one of the first key steps to confirm the list of key hubs. RM2 provides the funds for this Plan’s preparation and implementation. According to SB 916, “No agency shall be eligible to receive funds under this section unless the agency is a participant operator in the commission’s regional transit connectivity plan.”

**Recommendation:**

Authorize the STA Chair to sign a letter to the Metropolitan Transportation Commission requesting that the Fairfield Transportation Center be added to the list of Regional Transit Hubs included in MTC’s Transit Connectivity Study.

Attachment:

- A. MTC’s Transit Connectivity Report – September 2004

# Transit Connectivity Report

**September 2004**

Metropolitan  
Transportation  
Commission

ATTACHMENT A

## ***I. Introduction:*** **What Is Connectivity?**

Connectivity is an indicator of a passenger's ability to use more than one transit system for a single trip. When effective, "good" connectivity improves transit trips needing multiple operators to travel to work, school, government service centers, a shopping district or other destinations. By making a multi-operator trip nearly as easy as a single-operator trip, good connectivity can attract new transit riders — and retain existing riders — by reducing travel times, providing more reliable connections, making it easier to pay and ensuring that transfers are easy and safe.

Poor connectivity, on the other hand, creates barriers which impede customers' ability to make efficient multi-operator trips. When connectivity is poor, multi-operator transit trips are frustrating, time-consuming and costly, lowering service quality for users and making transit unattractive for new customers.

Those persons who use more than one public transit system frequently request a convenient and "seamless" regional transit system. However, public transit services in the San Francisco Bay Area are operated by more than 20 agencies, each with its own unique policies, procedures and operating practices best suited for their immediate service areas and not always appropriate for regional travel. State legislation (e.g. SB 602, SB 1474) has established responsibilities for the Metropolitan Transportation Commission to improve coordination among the various agencies. These responsibilities are documented in MTC's Transit Coordination Implementation Plan. The Commission amended the plan in October 2002 to include a new connectivity initiative intended to make it multi-operator trips easier for Bay Area transit riders.

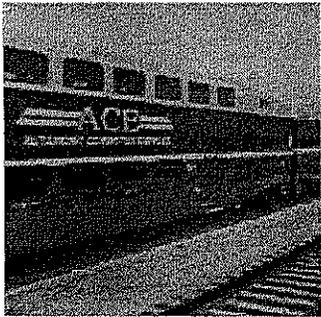
The *Transit Connectivity Report* both documents the current status of transit connectivity in the Bay Area and recommends ways to improve it. These findings and recommendations are consistent with the goals of MTC's transit connectivity initiative:

- Identify connectivity features that are in greatest need of improvement;
- Identify priority connection locations or transit "hubs;"
- Identify best practices or models of how to implement improvements;
- Recommend, where applicable, regional standards or procedures for adoption by transit operators, local governments and regional agencies to promote more seamless use of transit by customers.

Finally, in light of voters' approval of Regional Measure 2 (RM 2) in March 2004, the Transit Connectivity Report concludes with next steps for continuing work.

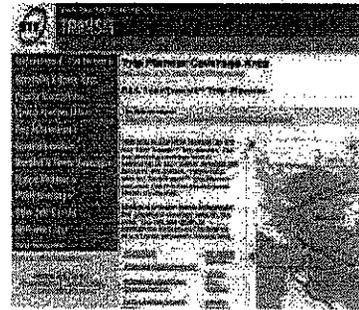
## Examples of Connectivity Initiatives

Important steps already are being taken to improve the ways customers can use multiple public transit carriers. Some projects — such as the phone- and Web-based 511 traveler information system and the TransLink™ fare-payment smart card — are regional in nature. Other initiatives have been undertaken at the local level by two or more transit agencies working together to ensure better schedule coordination, marketing programs, fare and transfer policies, etc.



**ACE and VTA included Santa Clara County bus shuttle planning** in the earliest design stages of the ACE train service. This approach produced an integrated train and shuttle system that provides fast, free connections from stations to work sites.

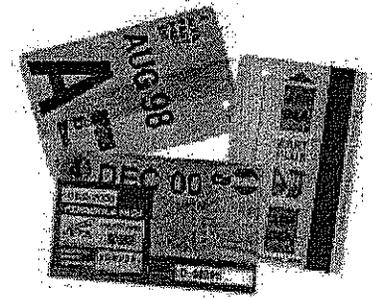
**Cross-platform rail transfer stations** with connecting local bus links have been developed through inter-agency agreements at Richmond BART/Amtrak, Diridon Caltrain/ACE/Amtrak and Millbrae Caltrain/BART. (Photo of Millbrae Intermodal)



**MTC's new Internet-based trip planning system** produces detailed, multi-operator trip itineraries from a customer's origin and destination points.

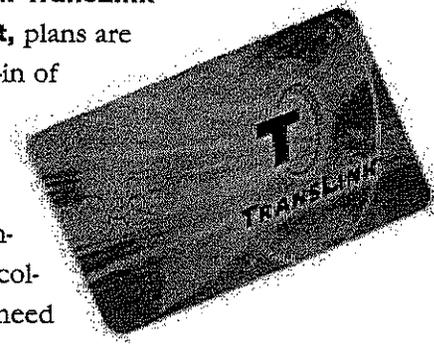
### Existing inter-agency passes

and free transfer arrangements such as BART Plus, the Peninsula Pass and Muni Fast Pass (for use on BART in San Francisco) allow some riders to transfer easily from one service to another.



### Following a successful TransLink™ demonstration project,

plans are underway for full phase-in of the TransLink™ system. TransLink™, good on multiple systems, employs smart card technology to facilitate fare collection, eliminating the need to carry cash.



## Methodology

MTC established a Transit Connectivity Working Group comprised of representatives from transit agencies, cities, counties, congestion management agencies (CMAs), business associations, the League of Women Voters, the Bay Area Council and other stakeholders interested in improving transit connectivity in the Bay Area. The working group reviewed and commented on various aspects of the project, and members of the group consulted one-on-one with MTC staff. A complete list of members serving on the working group is included as Appendix A.

Findings in this paper are based on (a) meetings with this stakeholder group, (b) interviews with transit agency staff, (c) a review of relevant reports and customer research, (d) field observations at more than 30 key transit locations, and (e) calls/visits to transit agency phone centers and web sites. Although members of the working group represent customers, and communicated customer preferences to the extent possible, it was not possible to directly solicit transit customers' views for this project. Follow-up activities through the Regional Measure 2 Transit Connectivity Plan will provide opportunities for more direct customer input.

## How big is the market for inter-agency transfers?

Comprehensive, up-to-date information is not available on the number of Bay Area transit trips that involve transferring from one operator to another. So transfer volumes can best be gauged by reviewing data from individual transit agencies (see Table 1). Within inter-agency transfers, indications are that far more people make inter-agency *bus/rail* transfers than *bus-to-bus* transfers.<sup>1</sup>

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<sup>1</sup> A professional report prepared in 1998 by UC Berkeley graduate student Gregory Shiffer provides some useful information. That report, which analyzed transit fare coordination and the potential impact of the TransLink<sup>®</sup> program, documented that far fewer inter-agency bus-to-bus transfers occur than inter-agency bus/rail transfers. For

example, the report states that 93% of Muni's riders who transfer to another system switch to BART or Caltrain, while just 7% transfer to another bus system. Similarly, the report concluded that 70% of Samtrans riders who transfer use Caltrain or BART, while eighty-nine percent of AC Transit riders who transfer switch to BART.

**Table 1: Inter-agency Transfers**

**BART**

23 percent of BART's riders use some form of public transit (buses, shuttles, light rail) to travel from home-to-BART.

- Of these, 46 percent use Muni, 32 percent use AC Transit, 5 percent use Samtrans, 4 percent use County Connection and 13 percent use other bus systems.
- 49 percent drive, 26 percent walk and 3 percent use a bike to travel from home to BART.
- Home-to-BART transit use is 20 percent of all riders in the AM peak, 29 percent in the PM peak and 28 percent in the off-peak.

22 percent of BART's riders use some form of public transit to get from BART to their work/school/shopping destinations.

- Of these, 38 percent transfer to Muni, 24 percent to AC Transit, 20 percent to shuttles, 5 percent to County Connection, 4 percent to SamTrans and 9 percent use other bus systems.
- 67 percent of BART riders walk, 9 percent drive and 2 percent use a bike to travel from BART to their final destinations.

[Source: BART 1998 Customer Survey]

**ACE**

42 percent of ACE train riders transfer to VTA shuttles at Great America station in Santa Clara for trips to their worksites.

- Smaller numbers of riders connect to ACE trains via VTA buses/shuttles at the Diridon Station in San Jose, COCTA or WHEELS buses in the Tri-Valley area and AC Transit buses in southern Alameda County.

[Source: VTA staff report, 2002]

**Golden Gate Ferry**

9 percent of Golden Gate's Larkspur-SF ferry riders transfer to Muni in San Francisco, and 1 percent transfer to BART.

- 81 percent walk, 5 percent use Golden Gate buses 67 & 69, 1 percent other
- 1 percent of ferry riders use a non-Golden Gate bus to get to the lake for the ferry, 71 percent drive, 11 percent use Golden Gate buses, 7 percent carpool, 4 percent dropoff, 6 percent walk and 1 percent use a bike.

[Source: Golden Gate Transit staff report]

**Vallejo Ferry**

An average of 550 Vallejo ferry riders each day transfer to Muni buses and light rail in San Francisco.

[Source: Muni staff report]

**AC Transit (Transbay)**

20 percent of AC Transit riders transfer to BART, 3% transfer to another bus system and 1% transfer to ferries.

- 3,000 AC Transit weekday transbay bus riders transfer to from Muni at the Transbay Terminal in San Francisco.

[Sources: 2003 AC Transit Rider Profile, Muni staff report]

**Caltrain**

Overall, 26 percent of Caltrain A.M. riders use transit to travel to and/or from a Caltrain station.

15 percent of all Caltrain riders use some form of public transit to travel to Caltrain stations.

- 37 percent of all Caltrain riders boarding in San Francisco use transit to reach stations, 9 percent of riders boarding in San Mateo use transit, while 11 percent of riders boarding in Santa Clara use transit.

36 percent of Caltrain riders use some form of transit to travel from Caltrain to their ultimate destinations.

- 62 percent of Caltrain riders disembarking in San Francisco transfer to Muni, 23 percent of riders disembarking in San Mateo transfer to Samtrans, 32 percent of riders disembarking in Santa Clara transfer to VTA.
- In addition to Caltrain-to-bus transfers, another 4,000 riders/day use public or private shuttle services, many on the work end of their trips in San Mateo and Santa Clara.

[Source: Caltrain memo 12/02]

## II. Key Findings: Transit Connectivity Barriers

### Barriers to Transit Connectivity

MTC and Bay Area transit agencies are actively working to mitigate four major barriers to effective transit connectivity found in this study:

- Service connections;
- Information and amenities at transfer points;
- Pre-trip planning; and
- Fare policies and fare collection

### Service Connections

Customers making inter-agency transit trips need timely, efficient connections between their service providers. However, some Bay Area customers who must make inter-agency trips (or are considering a trip outside their local service area) are faced with significant barriers that make their journeys long or inconvenient. Specific inter-agency service problems include:

- 1 Infrequent service, uncoordinated schedules and/or poor schedule adherence sometimes force passengers to endure long waits for connecting service;
- 2 Some connecting bus services stop running at night and on weekends, leaving mainline train and bus riders unable to reach their final destinations;
- 3 Some agencies' services do not directly connect, forcing customers to walk long distances, or even take taxis or transfer to a third agency's local bus to make their connections; and
- 4 Poor connections can cause riders to feel unsafe while transferring.

## Connectivity Keeps Existing Customers... And Attracts New Ones

Customer surveys and other analyses conducted by MTC and Bay Area transit agencies show that improving transit connectivity is important to current and potential transit riders alike.

Participants in MTC's outreach for the 2001 Regional Transportation Plan cited "improving bus and train performance through more efficient transfers across agency boundaries" as one of six top-level recommendations for getting more out of our existing transportation system.

"Seamless transit, a less fragmented system" emerged as one of the top three regional needs/issues identified by focus groups convened as during Phase 1 of the development of the Transportation 2030 Plan.

Telephone polling for the Transportation 2030 Plan showed "improving coordination among transit agencies" is a top priority for Bay Area residents.

Of 45 specific service characteristics ranked for customer dissatisfaction in BART's 2002 Customer Satisfaction Survey, "timely bus connections" ranked in the top 10, marking this as a top priority for future improvements.



## Transfer Point Information and Amenities

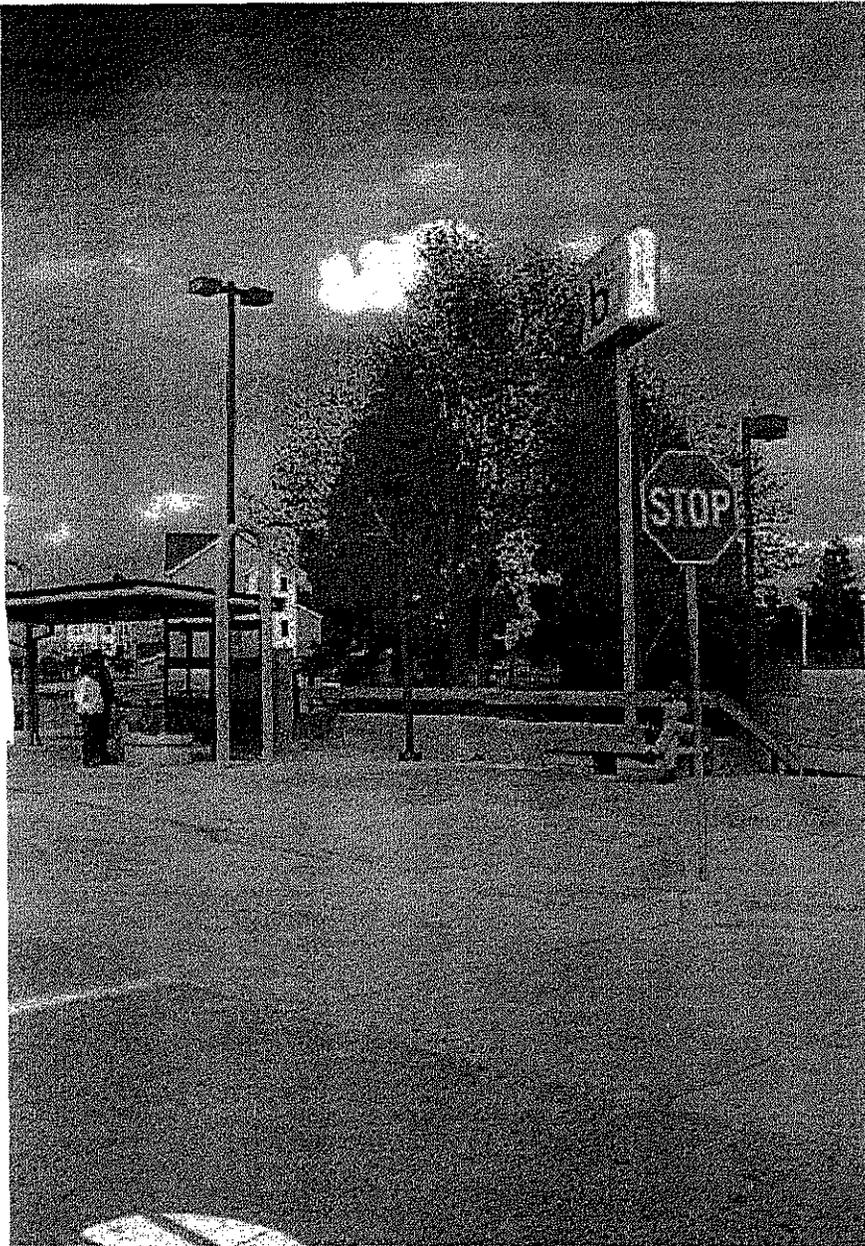
Customers who are transferring from one agency to another often need key information and guidance at the transfer point. Switching between trains, buses, ferries and shuttles in busy transit centers can be a confusing task, particularly for first-time riders.

Key transfer locations should provide shelter from the elements, and be comfortable and safe. Beyond these transfer point basics, amenities such as food/drink, bathrooms, telephones and reading materials can provide welcome support for transit riders (where appropriate) and help to attract new customers for trains, buses and ferries.

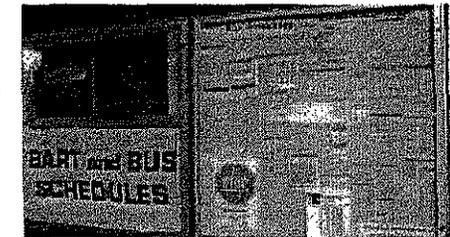
Members of the Transit Connectivity Working Group concur on the need to improve customer assistance and amenities at transfer hubs. For example, inter-agency “wayfinding” signage, which directs passengers to connecting services at transit centers, is both inadequate at most stations and highly inconsistent from agency to agency. Institutional barriers (e.g., not knowing who to contact, signage restrictions imposed by cities, lack of resources for signage maintenance) contribute to, and exacerbate signage problems.

Specific problems that discourage new inter-agency riders and hamper existing users include:

- 1 Most of the Bay Area’s rail and ferry stations lack signage that clearly directs customers to nearby connecting buses, shuttles and light rail;
- 2 Local transit information displays in stations are often overwhelming, hard to decipher, out-of-date, and/or poorly located;



*Poor connections can discourage transit use by causing riders to feel unsafe while transferring.*



*Transit information displays are often overwhelming, hard to decipher, out-of-date and/or poorly located.*

- 3 Station staff provide inconsistent levels of customer service, leaving customers unable to count on personal assistance with vital information on connecting services; and
- 4 Many transfer points lack basic customer amenities — shelter, seating, safe environment, bathrooms, food/drink, reading materials, etc



*While some station staff provide excellent customer service, others do not. This inconsistency leaves passengers unable to count on personal assistance.*

## Pre-trip Planning

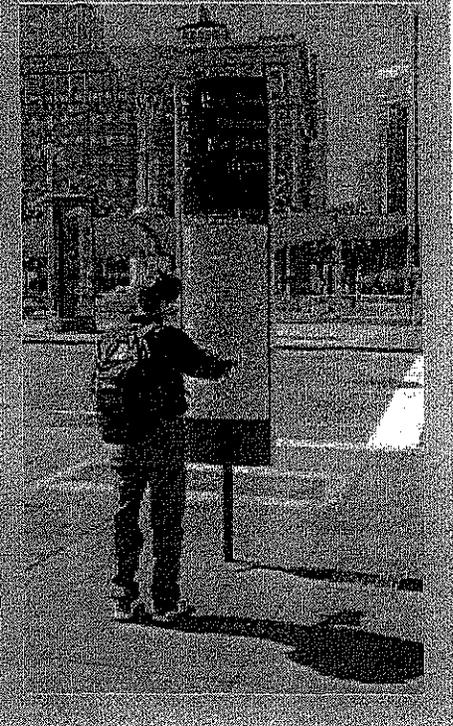
Obtaining good pre-trip planning information, whether by telephone or over the Internet, is essential for transit riders making new trips or reconfirming information for a trip that has been taken before. This includes people starting a new job or enrolling in school, residents who have recently moved, visitors from outside the Bay Area or weekend recreational travelers. "Choice" customers (those with access to cars) who have trouble getting trip planning information on inter-agency transit trips may decide to not use transit. Transit dependent customers who encounter problems getting trip planning information may have longer, inefficient trips or may actually miss work, school, etc.

As Internet use continues to rise, Transit Connectivity stakeholders recognize the value of fully implementing a regional transit trip planning system, a regional transit Web site and the underlying information database. An important step for improving connectivity will be to complete the expansion of the Regional Transit Database (RTD). In the fully built-out RTD, route, schedule and fare information for all transit operators will be maintained and updated in a unified manner enabling transit trip planning across agency boundaries.

Despite increasing use of the Internet, direct customer assistance is still the best way for many people to get the transit information they

## Customer Service Centers: 6 Barriers to Efficient Trip Planning

- 1 Getting information over the phone for two agency trips often requires the customer to call one agency, hang up and then call the second agency.
- 2 Transit agencies have different hours for operating telephone information centers.
- 3 Transit agencies' Web sites are not designed to make it easy to construct multi-agency trip plans.
- 4 Many Bay Area residents still do not have Internet access at home or work. This is a particular problem for low-income residents.
- 5 Riders are often unclear about or unaware of the best locations for transferring from one agency to another.
- 6 Trip-planning barriers are even harder to overcome for non-English speakers.



need. As illustrated in Table 2 on the next page, many transit operators do not provide operator assistance at night or on weekends, and most do not provide information about services provided by connecting transit operators.

Table 2: Transit Customer Service Center Characteristics

Transit Agency	Give Multiple Agency Info?	Weekday Hours	Saturday Hours	Sunday Hours	Language Capability?
AC Transit	YES	7AM to 7PM	8AM to 6PM	9AM to 6PM	Staff
BART	YES	6AM to 10PM	6AM to 10PM	8AM to 10PM	Staff & Language Line
Benicia Transit	NO	7AM to 7PM	8:30AM to 6PM	No Sunday Service	N/A
Caltrain	YES	6AM to 10PM	8AM to 8PM	8AM to 8PM	Staff & Language Line
County Connection	NO	6AM to 7PM	8AM to 4:30PM	No Sunday Service	Staff & Language Line
TriDelta Transit	NO	4AM to 2:30AM	4AM to 1:30AM	4AM to 1:30AM	N/A
Fairfield/Suisun Transit	NO	6:30AM to 8:30PM	7:30AM to 6:30PM	No Sunday Service	N/A
Golden Gate Transit	NO	7AM to 7PM	8AM to 6PM	8AM to 6PM	Staff
Healdsburg In-City Transit	NO	9AM to 4PM	No Saturday Service	No Sunday Service	N/A
LAVTA WHEELS	YES	5AM to 1AM	6AM to 12AM	7AM to 11:30PM	Staff
Napa VINE	NO	7:30AM to 6PM	8AM to 5PM	No Sunday Service	N/A

Transit Agency	Give Multiple Agency Info?	Weekday Hours	Saturday Hours	Sunday Hours	Language Capability?
Petaluma Transit	NO	6AM to 7PM	9:30AM to 4:30PM	No Sunday Service	N/A
San Francisco MUNI	NO	6AM to 8PM	8AM to 6PM Sat	8AM to 6PM	N/A
Samtrans	YES	6AM to 10PM	6AM to 6PM	9AM to 6PM	Staff & Language Line
Santa Clara VTA	NO	5:30AM to 8PM	7:30AM to 4PM	No Sunday Service	Staff & Language Line
Santa Rosa City Bus	NO	7AM to 6PM	6AM to 7PM	9AM to 6PM	N/A
Sonoma County Transit	NO	7:30AM to 5:30PM	No Saturday Service	No Sunday Service	N/A
Union City Transit	NO	6:45AM to 6:30PM	6:30AM to 8PM	7:30AM to 7PM	N/A
Vacaville City Coach	NO	7AM to 7PM	7AM to 7PM	No Sunday Service	N/A
Vallejo Transit	NO	6AM to 5:30PM	No Saturday Service	No Sunday Service	N/A
WestCAT	NO	6AM to 8PM	8AM to 7PM	No Sunday Service	N/A

## Fare policies and fare collection

Bay Area transit agencies establish their own fare and transfer policies with the goal of attracting and retaining riders while achieving revenue goals. Though the Transit Connectivity Report assumes full implementation of TransLink<sup>®</sup>, it does not assume that TransLink<sup>®</sup> will be used by all customers. Many different sets of local fares and policies can be confusing — and sometimes costly — for customers who make inter-agency trips. No fewer than nine different sets of transfer rules and fare policies exist for the thirteen agencies that connect with BART (See Table 3). Even veteran riders can find themselves unsure about transfer discounts, the pros and cons of using multiple-agency passes, rules for seniors and youth, etc. (See Table 4).

82

### The Three Most Common Fare Problems

- 1 Customers attempting to use more than one system are often faced with a confusing array of ticket transfer and fare policies.
- 2 Customers using two bus systems sometimes pay two fares for a single trip.
- 3 Transit agencies have different age definitions for youth, students and seniors, creating confusion for customers using multiple systems.

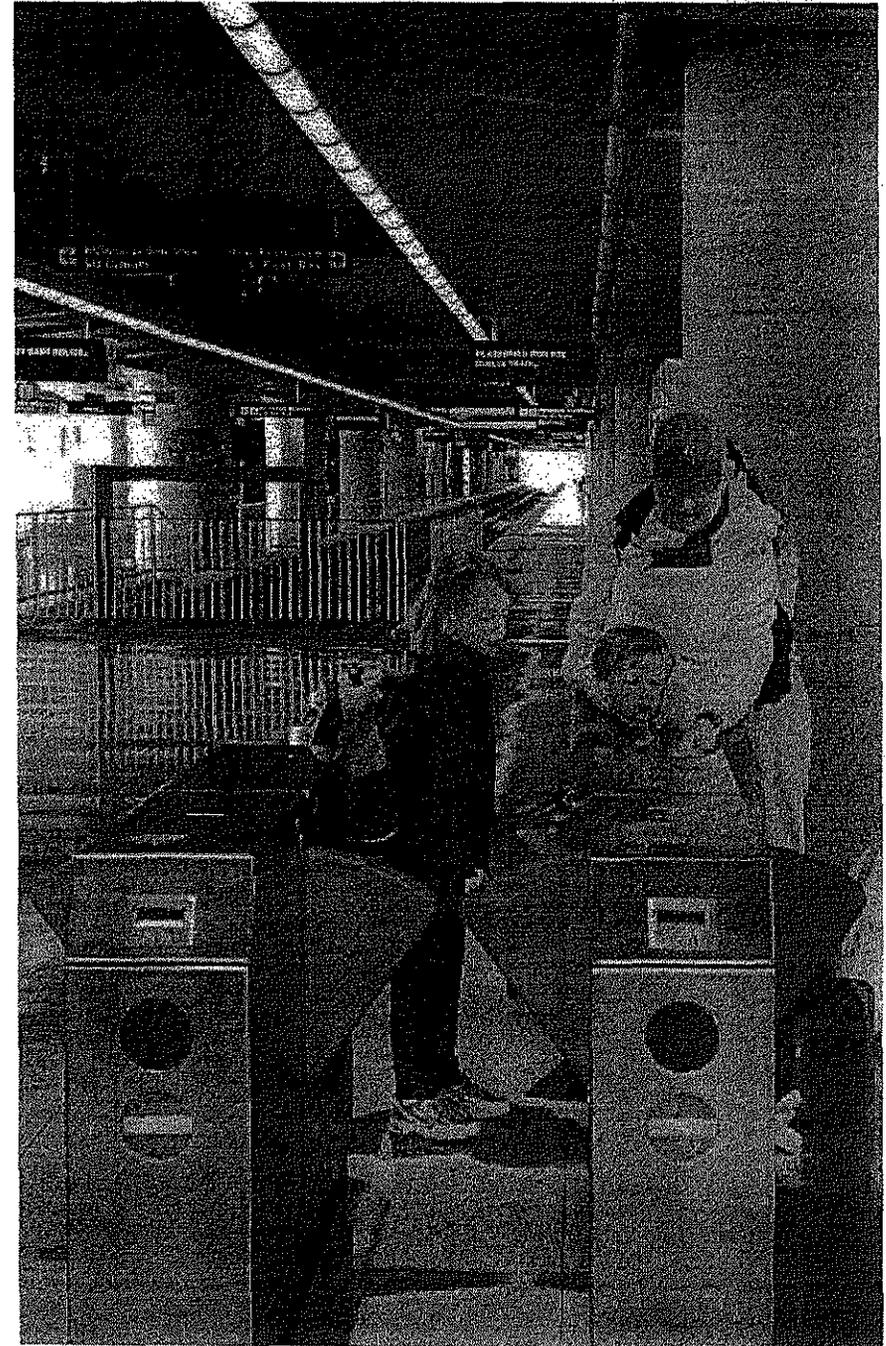


Table 3: Rail/Bus and Rail/Rail Transfer Policies

Transit Operators	Type	Transfer Policy (as of September 1, 2003)
BART and AC Transit		<ul style="list-style-type: none"> <li>Get free two-part transfer in station</li> <li>Present half of transfer on bus; pay \$1.25 (reg. \$1.80)</li> <li>Keep other half for next trip back to BART; Pay \$1.25 again (Good for next week/day)</li> <li>AC ended BART Plus pass participation 9/1/03</li> </ul>
BART and Muni	2	<ul style="list-style-type: none"> <li>Buy two-part transfer for \$1 in station</li> <li>Transfer machines only take quarters, change machine gives 3 quarters, two dimes and nickel</li> <li>Present transfer on bus</li> <li>Keep other half for next trip back to BART. (Good for next day)</li> <li>BART Plus allows \$15-\$50 BART rides plus unlimited bus rides for half-month</li> </ul>
BART and Samtrans	3	<ul style="list-style-type: none"> <li>No discount from BART</li> <li>Pay full fare unless using BART Plus</li> <li>No discount to BART; Pay full fare unless using BART Plus</li> </ul>
BART and County Connection	4	<ul style="list-style-type: none"> <li>From BART, get free transfer in station</li> <li>Present transfer on bus and pay 75¢</li> <li>No discount to BART; Pay full fare unless using BART Plus</li> <li>Can buy special 20-RT books for \$25 (reg. \$30)</li> </ul>
BART and Tri-Delta	4	<ul style="list-style-type: none"> <li>From BART, get free transfer in station</li> <li>Present transfer plus 60¢</li> <li>No discount to BART; Pay full fare unless using BART Plus</li> </ul>
BART and WestCAT	3	<ul style="list-style-type: none"> <li>No discounts for transfers other than BART Plus; Pay full fare</li> </ul>
BART and WHEELS	6	<ul style="list-style-type: none"> <li>From BART, get free transfer in station</li> <li>Present transfer plus 60¢</li> <li>No discount to BART; Pay full fare unless using BART Plus</li> </ul>
BART and Vallejo Transit	3	<ul style="list-style-type: none"> <li>No discounts for transfers other than BART Plus; Pay full fare</li> </ul>
BART and Benicia Transit	3	<ul style="list-style-type: none"> <li>No discounts for transfers other than BART Plus; Pay full fare</li> </ul>
BART and Union City	6	<ul style="list-style-type: none"> <li>From BART, get free transfer in station</li> <li>Present transfer plus 25¢</li> <li>No discount to BART; Pay full fare unless using BART Plus</li> </ul>

Transit Operators	Type	Transfer Policy (as of September 1, 2003)
BART and VTA		<ul style="list-style-type: none"> <li>From BART, get free transfer in station</li> <li>Present transfer for local fare credit</li> <li>No discount to BART; Pay full fare unless using BART Plus</li> </ul>
BART and Capitol Corridor	8	<ul style="list-style-type: none"> <li>Purchase \$10 BART ticket for \$8 on train</li> </ul>
BART and Dumbarton Express	9	<ul style="list-style-type: none"> <li>BART Plus pass OK as local fare credit or partial transbay fare credit with transbay upgrade</li> <li>BART to Bus transfer accepted as credit for local trips only as long as BART Station</li> <li>BART to Bus transfer not good for transbay trips</li> </ul>
BART and Golden Gate	10	<ul style="list-style-type: none"> <li>No transfer discounts to or from BART</li> </ul>
Caltrain and Samtrans	11	<ul style="list-style-type: none"> <li>Caltrain monthly ticket holders get a local fare credit for transfers to Samtrans buses</li> <li>No discount to Caltrain; Pay full fare</li> </ul>
Caltrain and VTA	11	<ul style="list-style-type: none"> <li>Caltrain monthly ticket holders get a local fare credit for transfers to VTA buses and light rail</li> <li>No discount to Caltrain; Pay full fare</li> </ul>
Caltrain and Muni	12	<ul style="list-style-type: none"> <li>Caltrain monthly ticket holders who purchase Peninsula Pass (\$3) ride Muni free and Muni as</li> <li>Non-Peninsula Pass holders pay full fare</li> <li>Muni Fast Pass good on Caltrain within San Francisco</li> </ul>
Caltrain and Dumbarton Express	13	<ul style="list-style-type: none"> <li>Peninsula Pass holders get local fare credit or partial transbay fare credit</li> <li>Caltrain monthly ticket holders get local fare credit or partial transbay fare credit at Palo Alto station only</li> </ul>
Caltrain and Golden Gate	10	<ul style="list-style-type: none"> <li>No transfer discounts to or from Caltrain</li> </ul>
Caltrain and BART	10	<ul style="list-style-type: none"> <li>No transfer discounts to or from Caltrain</li> </ul>
Capitol Corridor and AC Transit	7	<ul style="list-style-type: none"> <li>Get a free two-way transfer from train conductor</li> </ul>

Transit Operators	Type	Transfer Policy (as of September 1, 2003)
Capitol Corridor and County Connection	14	<ul style="list-style-type: none"> <li>Get a free two-way transfer from train conductor</li> </ul>
Capitol Corridor and WestCAT	10	<ul style="list-style-type: none"> <li>No transfer discounts to or from Capitol Corridor</li> </ul>
Capitol Corridor and Golden Gate	10	<ul style="list-style-type: none"> <li>No transfer discounts to or from Capitol Corridor</li> </ul>
Capitol Corridor and VTA	10	<ul style="list-style-type: none"> <li>No transfer discounts to or from Capitol Corridor</li> </ul>
Capitol Corridor and ACE	10	<ul style="list-style-type: none"> <li>No transfer discounts to or from Capitol Corridor</li> </ul>
Capitol Corridor and Caltrain	10	<ul style="list-style-type: none"> <li>No transfer discounts to or from Capitol Corridor</li> </ul>
ACE and County Connection	15	<ul style="list-style-type: none"> <li>Show ACE ticket/pass for free transfer to County Connection bus</li> <li>No discount on County Connection to ACE</li> </ul>
ACE and WHEELS	15	<ul style="list-style-type: none"> <li>Show ACE ticket/pass for free transfer to WHEELS bus</li> <li>No discount on WHEELS to ACE</li> </ul>
ACE and VTA	16	<ul style="list-style-type: none"> <li>Show ACE ticket/pass for free transfer to VTA bus</li> <li>No discount on VTA to ACE</li> <li>VTA ACE shuttles free both ways</li> </ul>
ACE and AC Transit	10	No transfer discounts to or from ACE

Table 4: Fare Definitions for Age Groups

Transit Operator	Senior	Youth	Child
AC Transit	65+	5-17	2 and Under Free (limit 2)
BART	65+	5-12	4 and Under Free
Benicia Transit	62+	5-17	5 and Under Free (limit 2)
Caltrain	65+	5-11	4 and Under Free (limit 1)
County Connection	65+	Same as Adult	5 and Under 6 Free
TriDelta Transit	65+	Same as Adult	5 and Under Free
Fairfield/Suisun Transit System	60+	5-12	Under 6 Free (limit 2)
Golden Gate Transit	65+	6-18	5 and Under Free (limit 2)
Healdsburg In-City Transit	60+	5-17	4 and Under Free
LAVTA WHEELS	60+	Same as Adult	Under 6 Free
Napa VINE	65+	6-17	5 and Under Free (limit 2)
Petaluma Transit	65+	Same as Adult	Under 5 Free (limit 2)
San Francisco MUNI	65+	5-17	Under 5 Free
SamTrans	65+	5-17	4 and Under Free (limit 1)
Santa Clara VTA	65+	5-17	Under 5 Free
Santa Rosa CityBus	65+	Student discount w/ ID	Under 5 Free (limit 3)
Sonoma County Transit	60+	5-18 Under	N/A
Union City Transit	60+	Same as Adult	Under 5 Free
Vacaville City Coach	62+	5-18	Under 6 Free
Vallejo Transit	65+	6-18	5 and Under Free (limit 2)
WestCAT	65+	Same as Adult	Under 6 Free (limit 2)

### III. Recommendations

This section of the report presents a series of recommendations for improving transit connectivity by addressing gaps and barriers identified in the previous section. Where applicable, examples of best practices, existing or planned improvements already underway are provided. These recommendations include seven major points:

- Establish a regional network of transit hubs;
- Improve regional wayfinding signage and information assistance;
- Fully implement regional transit trip planning;
- Expand real-time transit information;
- Improve customer information telephone services;
- Plan for “last mile” connecting services; and

• Complete TransLink® rollout.

Further development of these recommendations will occur as part of the Regional Measure 2 Connectivity Study, including testing the recommendations through focus groups, surveys or other means of measuring consumer satisfaction and preference.

In some cases, the best way to improve transit connectivity simply would be to expand existing transit service levels, with more frequent operations minimizing the time necessary to transfer from one service to another. At present, this is not a viable strategy for the region’s operators; indeed many of them are now reducing service levels. These recommendations, therefore, represent a wide range of options, starting with those that can more realistically be accomplished with limited resources.

Some recommendations focus on policy revision and, as such, are not expected to result in significant new costs to implement them. Other recommendations would improve information sharing, or

#### Regional Measure 2 Connectivity Improvements

- Direct platform access between MUNI and BART at Embarcadero and Civic Center Stations in downtown San Francisco.
- \$20 million for expanded express bus service and related infrastructure improvements.
- \$22 million to integrate TransLink® with operator fare equipment and expand the system to new transit services.
- \$20 million for MTC to provide assistance to transit operators in implementing real-time scheduling equipment.
- Planning assistance to develop an integrated fare structure program, sponsored by the TransLink® Consortium.
- Planning assistance for MTC to conduct a Transit Connectivity Plan. That Plan would build upon and incorporate the findings from this planning effort, and would emphasize the role of transit hubs operating as a limited transfer network or as paired hub connections. See Appendix E for statutory language describing the plan.

establish common regional goals or standards. Still other improvements are expected to be incorporated into existing regional efforts already underway, most notably TransLink® and customer information programs. Finally, some recommendations involve more extensive, long-term projects for which no new sources of funding have yet been identified.

Fortunately, voters’ approval of Regional Measure 2 — which is expected to generate an additional \$125 million in bridge toll revenues each year — provides one new source of funds to support recommen-

dations from this project. The 35-year RM-2 expenditure plan identifies capital, operating and planning projects, several of which specifically address connectivity gaps.

## 1 Establish a regional network of transit hubs and services

The need to enhance a system of regional transit hubs is central to this report. The lack of a clearly designated hub system in much of the Bay Area has emerged as a barrier for customers whose trips involve more than one agency. Ultimately, a system of high-speed trains, express buses and ferries operating between designated regional hubs is the key to developing a seamless Bay Area transit system.

To begin this process, the Transit Connectivity Project has identified a draft list of 19 existing inter-agency transfer hubs. (See Table 5 and the Proposed Transit Hubs Map). These 19 hubs were selected, based on their current functionality as inter-agency transfer locations, from the more than 100 Bay Area rail, bus and ferry stations. Appendix B lists the selection criteria and provides a complete list of 100+ inter-agency transfer locations. In 2005, a more technical analysis (including additional data on hub activity) will be conducted through the RM 2 Study to (a) confirm or modify the hub list, (b) analyze how transit agencies interact at these hubs, and (c) to identify opportunities for new services, better schedule coordination and other connectivity improvements.

A regional network of transit hubs must not only include existing transfer locations, but also recognize future plans for rail expansion, a regional express bus network, enhanced water transit and a statewide high-speed rail system. Therefore, the Transit Connectivity Project recommends a tiered approach to developing a regional transit network based on a series of inter-agency transfer hubs:

### Short-term

Design and implement a regional program to increase awareness of the 19 existing inter-agency hubs and services so customers will know

where they can most easily transfer between services and to promote these locations to Bay Area residents and visitors. This effort would be the first step towards creating greater public awareness of a regional transit system and would be expanded after the current preliminary list of hubs has been reviewed and refined in the RM2 Connectivity Study. The hub awareness program should feature a regional map identifying the designated hubs and their connecting services. The map would also provide basic information such as ticket/transfer details and customer amenities for each hub. Awareness will be promoted through [www.511.org](http://www.511.org), print materials, transit agency Web sites, outreach to the media and other low-cost strategy.

### Hub Selection Step 1: Initial Selection

1. Station/Center connects three or more transit services OR
2. Station/Center shows an above-average inter-agency connecting transit mode share OR
3. Station/Center is the most important transit center in a county or sub-region, as defined by local transit agencies

### Hub Selection Step 2: Quantitative Screening

4. Volume of service as indicated by number of buses, trains or ferries per day
5. Volume of service as indicated by number of rail boardings per day

### Intermediate-Term

As part of the RM 2 Connectivity Plan, MTC will conduct a detailed and comprehensive analysis of connectivity issues at each of the designated hubs. This effort will identify specific connectivity improvements—including physical infrastructure, right of way enhancements, schedule coordination, signage, customer information and traveler amenities—that will increase transit ridership and customer satisfaction. For each hub, the analysis will propose a set of actions ranging from relatively

Table 5: Proposed Regional Transit Hubs

	Primary Selection Criteria				Other Data
Hub	Services	Connecting Mode Data	Key Interagency Connections	AM Peak Vehicles (all modes)	AM Peak Entries/ Exits (rail only)
Diridon	Caltrain, Amtrak, ACE, VTA, Santa Cruz Transit	N/A	Three important train lines (Caltrain, ACE and Capitol Corridor) connect to downtown San Jose VTA bus and light rail (future) network and to Santa Cruz area buses	276	5,822
Great America	ACE, Amtrak, VTA light rail, shuttles	40 percent of ACE riders transfer to VTA	First opportunity for East Bay San Joaquin ACE and Capitol Corridor riders to transfer to VTA disabled shuttles and light rail	104	1,180
Mountain View	Caltrain, VTA LR, buses, shuttles	N/A	First opportunity for SF/Peninsula Caltrain riders to transfer to VTA light rail network	87	3,199**
Palo Alto	Caltrain, Samtrans, VTA buses, BART shuttles	N/A	Key link between VTA buses and Samtrans buses. Dumbarton Bridge transit corridor connects with Caltrain. Major Stanford shuttle system	219	3,465**
Millbrae	Caltrain, BART, shuttles	N/A	Only Bay Area direct BART/Caltrain connection plus BART shuttle to SFO	79	2,112
4th and King	Caltrain, Muni, Samtrans	37 percent of SF Caltrain riders use Muni to reach station	Only Caltrain connection to SF Muni light rail network and downtown SF shuttle buses	376	6,843**
Ferry Terminal	Golden Gate, Muni, Oakland/Alameda Ferry, Vallejo Ferry, Harbor Bay Ferry, Amtrak buses	9 percent of Golden Gate ferry riders transfer to Muni	Connects Bay Area ferry network with Muni and BART. Three-block walk to Transbay Terminal buses.	508	0
Transbay Terminal	AC Transit, Muni, Samtrans, Golden Gate, Greyhound	N/A	Major bus connector for Muni, AC Transit, Golden Gate and Samtrans. One-block walk to BART.	819	
Embarcadero	BART, Muni, Golden Gate, Samtrans, shuttles	55 percent of BART riders use bus or LR to reach station	First opportunity for westbound BART riders to transfer to Muni light rail and buses. One-block walk to Ferry Terminal and 1-2 blocks to Transbay Terminal.	767	100,756**
Civic Center	BART, Muni, Golden Gate, Transbay, Samtrans	61 percent of BART riders use bus or LR to reach station	Best transfer point for many SF Muni light rail/bus riders to BART	897	22,774**
Richmond	BART, Amtrak, AC Transit, Golden Gate Transit	24 percent of BART riders use bus to reach station	Only East Bay direct Amtrak/BART connection	132	7,506

87

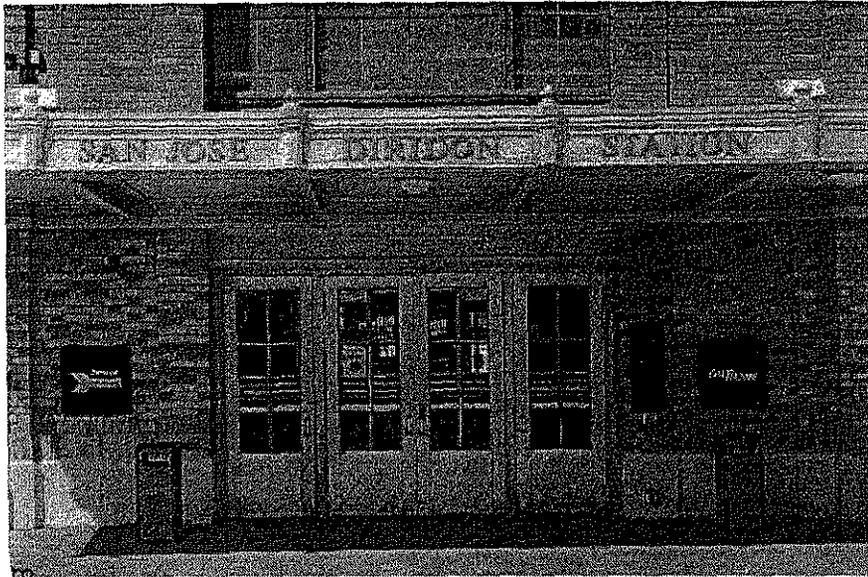
	Primary Selection Criteria				Other Data
Hub	Services	Connecting Mode Data	Key Interagency Connections	AM Peak Vehicles (all modes)	AM Peak Entries/ Exits (rail only)
El Cerrito Del Norte	BART, Vallejo Transit, AC Transit, WestCAT, Golden Gate Transit	27 percent of BART riders use bus to reach station	BART transfer to Solano and Marin buses	280	19,013
Pleasant Hill	BART, Benicia Transit, County Connection, Fairfield/Suisun, LAVTA	8 percent of BART riders use bus to reach station	BART transfer to Solano buses	89	1,833
12th St Oakland	BART, AC Transit	48 percent of BART riders use AC to reach station	Key transfer point from BART to AC Transit bus network plus walk/shuttle to Jack London Square ferries and Amtrak	479	26,830
Dublin/Pleasanton	BART, LAVTA, Amtrak buses, COCTA, MAX, SMART	8 percent of BART riders use bus to reach station	BART transfer to San Joaquin buses plus shuttle to ACE	171	7,527
Fremont BART*	BART, AC Transit, VTA	13 percent of BART riders use bus to reach station	Key transfer point for East Bay BART to VTA network	179	9,028
San Rafael	Golden Gate, Greyhound, Airporters	N/A	SF-Marin-Sonoma buses transfer to East Bay BART buses	121	0
Santa Rosa	Golden Gate, Santa Rosa Transit, Sonoma Transit, Mendocino Tr, Airporters	N/A	SF-Marin-Sonoma buses transfer to Mendocino buses	198	0
Vallejo*	Vallejo Ferry, Napa Transit, Benicia Transit	N/A	Vallejo-SF ferries transfer to Napa and Solano buses	88	0

\* Currently, neither Southern Alameda County nor Solano County has an obvious primary inter-agency regional hub. Southern Alameda County has Fremont BART (BART/VTA/AC), the Fremont ACE/Amtrak station and Union City BART (BART/Dumbarton/AC). Solano County has the Vallejo Ferry (ferries, buses), the Fairfield Transit Center (buses) and the Suisun Amtrak station (Amtrak, buses). RM 2 study will review these issues.

\*\* Figures are for Caltrain, BART, ACE and Amtrak only because the Connectivity Project was unable to obtain consistent, comparable and up-to-date data across the region for bus and light rail entries/exits at transfer hubs. The addition of the bus and light

rail numbers, which will provide a more complete description of each hub's activity, will be accomplished by the RM 2 Connectivity Study in 2004-05. That study will also review similar data for other transfer points that have been suggested by transit agencies and other entities for inclusion in the Regional Transit Hub list.

low-cost, near-term improvements such as better directional signs to higher-cost, longer-term strategies such as new tunnels or walkways between connecting services.

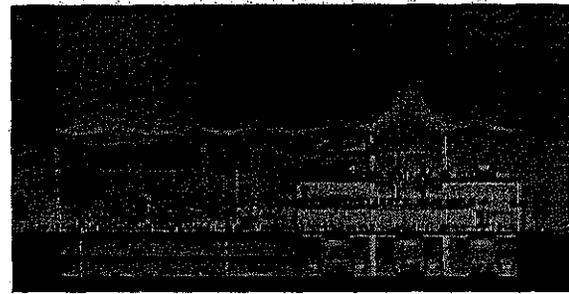


*Diridon Station has become the key Santa Clara County hub linking Caltrain, ACE, Capitol Corridor, Amtrak, VTA buses, the downtown DASH shuttle, and Santa Cruz buses — plus VTA light rail (under construction). Diridon is planned as a key station on the South Bay BART extension.*

## Long-Term

The Bay Area Regional Rail Plan (to be completed by July, 2006 per RM2) and MTC's Transportation/Land Use Platform provide an opportunity for the Commission and its partners to identify and establish a highly integrated system of regional hubs and services that closely ties together all of the region's rail, bus, ferry, bike, walk and other transportation networks.

RM 2 calls for MTC to develop and adopt a Bay Area Regional Rail Plan for the short-, intermediate- and long-term development of passenger rail services. BART and Caltrain will provide day-to-day management and technical support for the development of the plan, which will be governed by a steering committee of appointees from MTC, BART,



*San Francisco, AC Transit and Caltrain have formed a joint powers authority to redevelop and expand San Francisco's Transbay Terminal — linking transit services for seven counties and a possible high-speed rail service — and to develop high density, mixed-income housing.*

services, expand the regional rapid transit network and coordinate investments with transit-supportive land use.

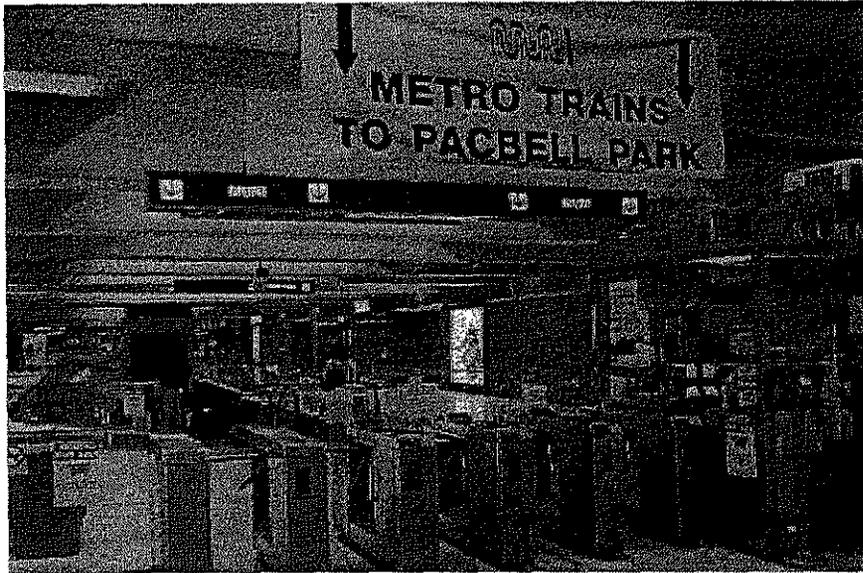
MTC's Transportation and Land-Use Platform, currently under development for the *Transportation 2030 Plan*, can lend vital support to regional connectivity efforts. The platform encourages changes to local land use plans to support transit-oriented development where the region is making major transit expansion investments. While MTC does not have control over local land-use decisions, it can establish conditions for transportation funding that support transit oriented development near major transit hubs. This will help to both develop future transit hubs that support the region's transportation and land-use goals and promote transit connectivity.



*The San Rafael Transit Center has a good signage system that clearly directs riders to the proper platform.*

Caltrain, Amtrak, ACE, the California High-Speed Rail Authority, VTA, SMART and other Bay Area rail interests.

The plan will produce strategies to better integrate passenger rail systems, improve interfaces with connecting



*Muni has developed extra-large signs "Muni Metro to Pac Bell Park" at Embaradero BART/Muni Metro that clearly direct the large crowds (including many new transit riders) to MUNI fare gates and trains.*

06

## 2 Develop a Regional Wayfinding Signage and Information Assistance Program

MTC will lead an effort, as part of the RM 2 Connectivity Study, to develop a regionally consistent program of wayfinding signage and information assistance. While implementation of these improvements may initially focus on the designated regional hubs, the ultimate goal is to provide travelers—both Bay Area residents and visitors—with a dependable level of information and assistance across the region.

Phase 1 of the study would:

- Identify agencies/jurisdictions needed to participate in signage and information improvement
- Obtain customer input
- Determine regional standards/guidelines for signage (graphics, colors, location, sizes, amounts, relationships)

- Recommend a wayfinding signage and on-site information program and develop an implementation plan, including cost estimates for ongoing maintenance and monitoring
- Recommend a regional information program and develop an implementation plan, including cost estimates for ongoing operation.

Phase II of the effort would implement findings and recommendations emerging from Phase I.

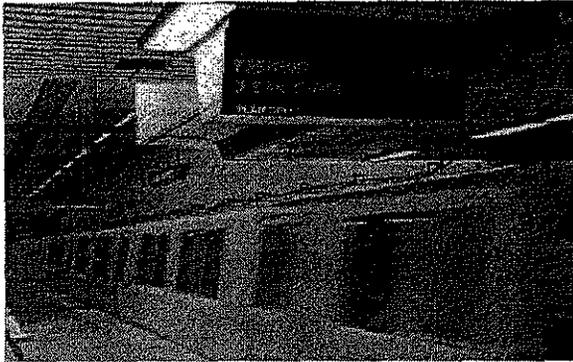
## 3 Fully Implement Regional Transit Trip Planning System

The Transit Connectivity Project recognizes the importance of fully implementing MTC's Take Transit Trip Planner, the regional inter-agency trip planning system, and supports its expansion to include all agencies in the region. The Trip Planner, an important step forward for inter-agency connectivity, allows customers to simply enter on-line an origin, destination and trip time to receive a detailed multi-agency trip itinerary showing service providers, routes, times and fares.

MTC will continue efforts to bring all transit agencies on board, and clearly document expectations to do so in the next update of the Transit Coordination Implementation Plan. MTC recognizes the importance of making the Trip Planner available to all Bay Area transit customers through a sustained commitment from all transit agencies in the system. Once in the database, the database operator and participating agencies will need to provide a comprehensive data set in a timely fashion and the database operator needs to ensure a high level of accuracy when schedule information is provided to the public. The Plan will clearly describe MTC's expectations for ongoing agency support.

## 4 Expand Real-Time Transit Information

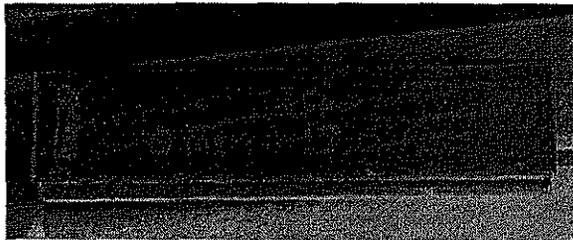
One tool to enhance transit connectivity is expanded use of real-time transit information, which provides customers with actual real-time schedule information on arrival/departure times for buses, trains and ferries. A number of operators are currently designing or imple-



*BART's new platform information displays provide significantly improved real-time train information.*

menting real-time tools for their riders. (See Appendix C for details.) The Transit Connectivity Project supports these efforts and recommends a regional coordination of real-time implementation.

With passage of Regional Measure 2, a \$20 million MTC grant program will be available to assist transit operators with the implementation of real-time transit information systems. These systems will provide information to riders at transit stops or via telephone, wireless or Internet communication and they help agencies communicate with adjoining operators to improve schedule coordination. SB916/RM2 requires that priority will be given to projects identified in MTC's 2005 RM 2 Transit Connectivity Plan. However, given the interest of transit agencies and the very near term opportunities for implementation, this report recommends that the region accelerate the implementation of the RM2-funded real-time transit information program based on the work conducted for this report. MTC will develop criteria to allocate these funds, including the condition that recipients of funds will make the real-time transit information available to the 511 phone and Web services. Other criteria could include how far along the agency's real-time transit program already is or the need to communicate with adjoining transit agencies to improve schedule coordination at transit hubs.



*AC Transit is testing real-time bus information at the El Cerrito Del Norte BART station.*

The Bay Area Regional Intelligent Transportation System (ITS) Architecture (to be adopted in the Fall of 2004) includes operator-specific plans for real-time transit information technology. The architecture also recommends establishment of a standard interface between these real time systems as a high priority follow-up project. Establishing a common methodology for data exchange between transit agencies' real time systems will improve information sharing among the region's operators, and simplify integration of real-time transit information into the 511 traveler information service.

## **5 Improve Customer Telephone Information Services**

The Transit Connectivity Project recommends that customer information phone services be improved in two ways. First, "after-hours" service should be available by phone so customers from any part of the



*MTC and Muni will test customer phone access to "next-train" information for Muni Metro stops in 2004.*

region can obtain comprehensive transit information when they need it, even if their local agency's information center is closed. Possible options include rolling over calls from closed agencies to one or more agencies that remain open later in the evening or creating new "after hours" telephone information services. MTC is investigating the feasibility and cost of these approaches in order to recommend a preferred strategy.

Secondly, transit service information should be provided in languages other than English. Currently, transit agencies provide multiple-language capabilities in some parts of the region using agency staff or through contract with language-line type services. On behalf of the operators, MTC is exploring how to extend this assistance to all agencies through a regional contract with a language-line provider or other means. In addition, MTC should pursue funding to expand the 511 telephone system to serve non-English callers.

## 6 Plan for "Last Mile" Connecting Services

Shuttles, taxis and vanpool services play an important role in enhanced connectivity. The RM 2 Connectivity Study should include a strategic, regionwide plan for developing "last mile" connecting services. This project would be coordinated with the Bay Area Air Quality Management District, which currently funds a regional Shuttles Working Group and which provides significant funding for public/private shuttle programs in the region.

Among the plan's goals would be to:

- Identify successful regional "last mile" services (bus, shuttle, bike, pedestrian, taxi, etc.) and evaluate their effectiveness in complementing fixed-route bus and rail services.
- Recommend strategies to better integrate shuttles or other last mile services with existing public transit (e.g. enhance customer awareness, identify infrastructure improvements, etc.)



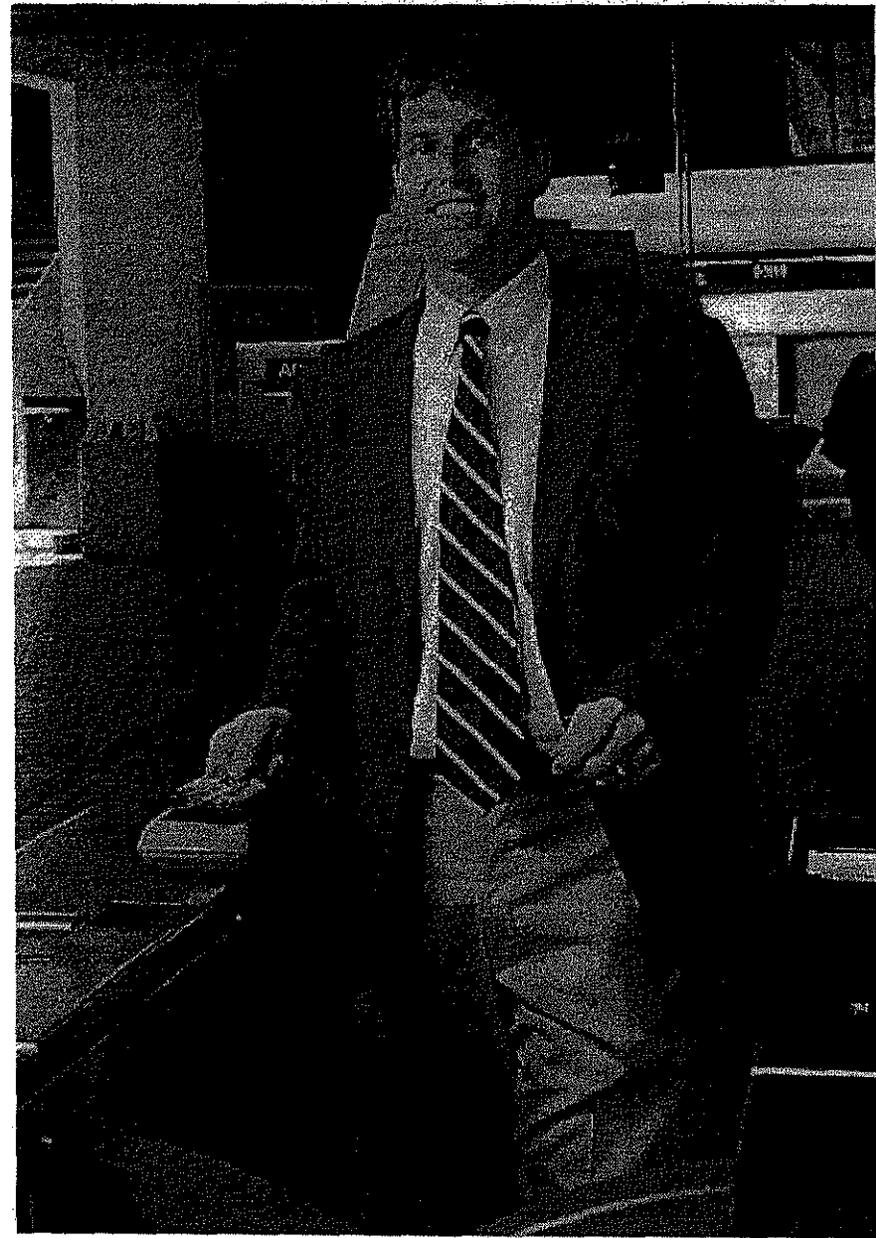
*Shuttles, taxis and vanpools play a critical role in covering the "last mile" for transit passengers.*

- Recommend strategies to improve the ways last mile services enhance transit connectivity.
- Identify potential new markets for expanding shuttle/last mile services.
- Identify opportunities for creative planning and funding partnerships between businesses, cities, transit agencies, universities and others that support last mile services.
- Develop a financial plan to maintain existing services and to expand where it is most cost-effective to do so.

## 7 Complete TransLink® Roll-Out and Conduct Integrated Fare Study

Full regional rollout of the TransLink® program will allow riders to transfer among all Bay Area agencies with a single universal pass, and will greatly simplify fare collection processes for the operators. Indeed, transit operators ultimately are expected to phase out paper transfers, tickets and printed passes, leaving TransLink® and cash as the sole remaining fare instruments.

Once TransLink® is fully integrated, it will provide opportunity to address other policy-related aspects of fare collection, including the establishment of uniform regional definitions of various fare categories (child, youth, senior), and also to consider instituting a regional fare transfer policy. With the passage of RM 2, the TransLink® Consortium is charged with developing a plan for an integrated fare program covering all regional rapid transit trips. Addressing policy-related questions such as those identified through this study should be incorporated into the scope of work for that plan. These actions will encourage greater use of the region's transit network by making it easier and less costly for transit riders whose regular commute involves multi-zonal travel and may involve transfers between two or more transit agencies. Special discount fares currently available (usually on a monthly basis) to regular transit customers will be incorporated into TransLink® as well.



*Full implementation of TransLink® will make fare collection payment a breeze for passengers—and simplify fare collection for transit operators.*

## Summary of Recommended Connectivity Improvements

Recommendation	Next Steps/Timeline	Lead Agency/Partners
Establish a regional network of transit hubs	a) Adopt preliminary set of 19 transit hubs as the focus of short-term information improvements and b) Develop specific project proposals for medium- and long-	Term improvements MTC stakeholders in RM-2 Connectivity Study
Develop a regional Wayfinding Signage and Information Assistance Program	RM-2 Connectivity Study	MTC/ transit agencies (BART, Caltrain)
Fully Implement Regional Transit Trip Planning System	SB 1474 Plan Update	MTC/ transit operators
Expand Real-Time Transit Information	Adoption of Regional ITS Architecture; develop criteria for awarding RM-2 grants	MTC/ transit operators
Improve Customer Information Telephone Services	SB 1474 Plan Update	MTC/ transit operators
Plan for "Last Mile" Connecting Services	RM-2 Connectivity Study	MTC/ Air District
Complete TransLink® Roll-Out and Conduct Integrated Fare Study	RM-2 Connectivity Study SB 1474 Plan Update Integrated Fare Study	MTC

94

## IV. Conclusion/Next Steps

A Regional Measure 2 Transit Connectivity Study is required by statute to be completed and adopted by the Commission as part of the Transit Coordination Implementation Plan update by December 2005. The RM 2 Transit Connectivity Study will consider and build upon the findings in this Transit Connectivity Report.

MTC intends to finalize a scope of work for the RM 2 Transit Connectivity Study project and issue a Request for Proposal (RFP) to solicit consultant assistance this fall, with the goal of initiating the project in early 2005. Appendix E provides statutory language directing MTC's efforts for the study. Key tasks for the upcoming study are envisioned as follows:

- Define a regional network of transit hubs to connect regional rapid transit services to one another, and to feeder transit services.
- Establish definitions and service thresholds for timed transfer or "pulsed hub connections."
- Identify physical infrastructure and right-of-way improvements to improve system reliability and connections at transit hubs.
- Identify amenities (benches, shelters, bathrooms, improved access to transit information, etc.) that would promote transit connectivity at the transit hubs.
- Identify agencies/jurisdictions needed to participate in improving signage program.
- Recommend a wayfinding signage program and develop an implementation plan, including identifying agencies/jurisdictions needing to participate in the program, and respective cost estimates for developing and maintaining the program.
- Evaluate current methods for promoting schedule coordination, and recommend regional standards and procedures to ensure maxi-

mum coordination of schedule connections to minimize transfer times between transit lines at key transit hubs.

- Develop plan for “Last Mile” connecting services.
- Establish performance measures and recommend data collection procedures to assess ongoing connectivity plan implementation.
- Prepare Draft and Final Transit Connectivity Plan.

## Tables

Table 1: Interagency transfers

Table 2: Transit Customer Service Center Characteristics

Table 3: Rail/Bus and Rail/RailTransfer Policies

Table 4: Fare Definitions for Age Groups

Table 5: Key Existing Inter-Agency Hubs

## Appendices

Appendix A: List of Transit Connectivity Working Group Members

Appendix B: Inventory of regional transit hubs

Appendix C: Status of Implementing Real Time Transit Information

Appendix D: Bay Area Shuttles Inventory

Appendix E: Regional Measure 2 Requirements for Connectivity Plan

Appendix F: Map of Proposed Regional Inter-Agency Hubs

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## Appendix B: Hub Selection Criteria and Complete Bay Area Station List

### Hub Selection Step 1: Initial Selection

- Station/Center connects three or more transit services OR
- Station/Center shows an above-average inter-agency connecting transit mode share OR
- Station/Center is the most important transit center in a county or sub-region, as defined by local transit agencies

### Hub Selection Step 2: Quantitative Screening

- Volume of service as indicated by number of buses, trains or ferries per day
- Volume of service as indicated by number of rail boardings per day



*Bus passengers at the San Rafael Transit Center*

### Bay Area Rail Stations, Ferry Terminals and Bus Centers

#### **BART**

Richmond (Amtrak)  
El Cerrito Del Norte  
El Cerrito Plaza  
North Berkeley  
Berkeley  
Ashby  
MacArthur  
Pittsburg/Bay Point  
North Concord/Martinez  
Concord  
Pleasant Hill  
Walnut Creek  
Lafayette  
Orinda  
Rockridge  
19th St Oakland  
12th St Oakland  
West Oakland  
Lake Merritt  
Fruitvale  
Coliseum/Airport  
San Leandro  
Bay Fair  
Castro Valley  
Dublin/Pleasanton  
Hayward  
South Hayward  
Union City

Fremont

Embarcadero (Muni Metro)  
Montgomery (Muni Metro)  
Powell (Muni Metro)  
Civic Center (Muni Metro)  
16th St Mission  
24th St Mission  
Glen Park  
Balboa Park  
Daly City  
Colma  
South San Francisco  
San Bruno  
Millbrae (Caltrain)  
SFO

#### **CALTRAIN**

4th and King (Muni Metro)  
22nd St  
Paul Ave  
Bayshore  
So. San Francisco  
San Bruno  
Millbrae (BART)  
Broadway  
Burlingame  
San Mateo  
Hayward Park  
Bay Meadows  
Hillsdale

Belmont  
 San Carlos  
 Redwood City  
 Atherton  
 Menlo Park  
 Palo Alto  
 Stanford  
 California Ave  
 San Antonio  
 Mountain View (VTA Light Rail)  
 Sunnyvale  
 Lawrence  
 Santa Clara  
 College Park  
 San Jose Diridon (ACE, Capitol Corridor)  
 Tamien (VTA Light Rail)  
 Capitol  
 Blossom Hill  
 Morgan Hill  
 San Martin  
 Gilroy

**AMTRAK**

Suisun  
 Antioch  
 Martinez  
 Richmond (BART)  
 Berkeley  
 Emeryville  
 Oakland  
 Hayward  
 Fremont (ACE)

Great America (ACE, VTA LR)  
 Diridon (ACE, Caltrain)

**ACE**

Livermore  
 Pleasanton  
 Fremont (Capitol Corridor)  
 Great America (VTA LR, Capitol Corridor)  
 Diridon (Capitol Corridor, Caltrain)

**MUNI METRO**

Embarcadero (BART)  
 Montgomery (BART)  
 Powell (BART)  
 Civic Center (BART)  
 Van Ness  
 Castro  
 Forest Hills  
 West Portal

**VTA LIGHT RAIL**

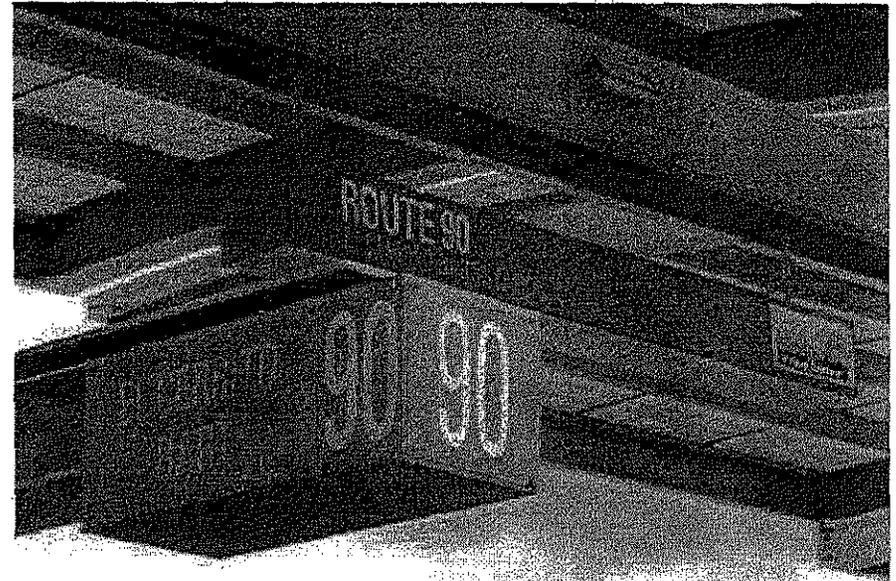
Tamien (Caltrain)  
 Mountain View (Caltrain)

**FERRIES**

Larkspur  
 Vallejo  
 Sausalito  
 Tiburon  
 SF Ferry Building  
 Oakland  
 Alameda  
 Alameda Harbor Bay

**MAJOR BUS CENTERS  
 (not attached to rail station)**

Fairfield - Transportation Center  
 Santa Rosa  
 San Rafael  
 San Francisco - Transbay Terminal  
 Vallejo - Downtown  
 Milpitas - Great Mall  
 San Jose - Eastridge  
 San Jose - Transit Mall  
 San Ramon  
 Oakland - Eastmont



*Signage at the Fairfield Transit Center*

## Appendix C: Real Time Scheduling Information – Status of Implementation Among Bay Area Transit Operators

Agency Contact	Category* Active Fleet Size	CURRENT STATUS	PRIMARY INTENT	Short Term Plans	Long Term Plans	Expected Cost
<b>AC Transit</b> John Rudnik 510.577.6903	<b>Large</b> 700 buses	<ul style="list-style-type: none"> <li>Real time information available along the San Pablo corridor with 50 displays on 15 routes (717, 718, 720, 721)</li> <li>All 700 buses equipped with AVL</li> <li>Additional funding desired for expansion</li> <li>AVL based on Oracle</li> <li>Real time scheduling operation based on NextBus (only simple longitude/latitude data needed)</li> <li>AC has maintained a system for polling of GPS data. This allows for cost savings over the full NextBus system which charges a per bus per minute fee for wireless communications.</li> </ul>	<ul style="list-style-type: none"> <li>improve overall service quality</li> <li>increase and retain ridership</li> </ul>	<ul style="list-style-type: none"> <li>Current 700 year contract with NextBus</li> </ul>	<ul style="list-style-type: none"> <li>Expand NextBus onto the major trunk lines</li> </ul>	<ul style="list-style-type: none"> <li>AVL system cost was part of an overall radio communications upgrade so a definite figure is not available</li> <li>NextBus capital cost was \$70,000</li> <li>NextBus operations cost is \$75,000/year. Assumption is that these operation costs are for the three routes.</li> </ul>
<b>BART</b> Frank Ruffa 510.464.6573	<b>Large</b> 669 heavy rail	<ul style="list-style-type: none"> <li>Current supervisory system gives real time data with 95% accuracy</li> <li>Data Real time arrival information has been available for decades; the current version is 3 years old</li> </ul>	<ul style="list-style-type: none"> <li>Improve overall service quality</li> </ul>	<ul style="list-style-type: none"> <li>Real time arrival information to be fed into the BART website</li> <li>Provide a "clean" version for public consumption</li> <li>Improving network security</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade the core system to comply with modern standards</li> <li>Move towards standardization of system architecture</li> <li>Use open source software, instead of proprietary</li> </ul>	<ul style="list-style-type: none"> <li>Too complex and multi-faceted to be estimated</li> </ul>

Agency Contact	Category* Active Fleet Size	CURRENT STATUS	PRIMARY INTENT	Short Term Plans	Long Term Plans	Expected Cost
<b>Caltrain</b> Frank Burton 650-508-7991 or Chuck Harvey, COO 650-508-7720	<b>Medium</b> 73 cars 23 locomotives	<ul style="list-style-type: none"> <li>Currently conducting a preliminary study identifying major project components: 1. Central office upgrades; 2. Station upgrades; 3. Rolling stock equipment upgrades; and 4. Improved inter-agency link.</li> </ul>	<ul style="list-style-type: none"> <li>Improve overall service quality.</li> </ul>	<ul style="list-style-type: none"> <li>The major project components include communication systems upgrades, addition of amenities at 7 stations, other infrastructure improvements, software upgrades, and personnel training.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Total cost as estimated in the study: \$4,690,000 (Central control office: \$440,000; Station upgrades: \$525,000; Rolling stock equipment: \$2,000,000; Inter-agency link: \$425,000)</li> </ul>
<b>CCCTA</b> Cindy Dahlgren 925.676.1976 Tech: Steve Miraglio 925-676-1976	<b>Medium</b> 112 motor bus	<ul style="list-style-type: none"> <li>An outdated AVL system in place and not being used</li> <li>Newer AVL-like Annunciators and GPS devices by Clever Design on some buses</li> </ul>	<ul style="list-style-type: none"> <li>Customer satisfaction</li> </ul>	<ul style="list-style-type: none"> <li>None due to funding constraints; There are many more pressing needs</li> </ul>	<ul style="list-style-type: none"> <li>Would be interested in its application by other systems</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Fairfield-Suisun Transit</b> Kevin Daughton	<b>Small</b> 30 motor coaches 8 paratransit	<ul style="list-style-type: none"> <li>No AVL</li> </ul>	<ul style="list-style-type: none"> <li>Improve operations and/or offer services</li> </ul>	<ul style="list-style-type: none"> <li>AVL study currently in progress; planning for county-wide implementation that looks at AVL, Smartbus technologies</li> </ul>		<ul style="list-style-type: none"> <li>If there are leftover funds from the study they may be diverted to capital investments in real-time scheduling</li> </ul>
<b>Golden Gate Transit</b> Ron Downing 415.257.4583 Tech: Bruce Orcutt 415-257-4493	<b>Medium</b> 5 ferry 215 buses	<ul style="list-style-type: none"> <li>None in place. GGT might have funding in place for a rudimentary AVL radio system. They will know more in near future.</li> </ul>	<ul style="list-style-type: none"> <li>Address long wait lines by giving customers some reliability.</li> <li>Increase and retain ridership</li> <li>GG must replace its radio system and they want it to be an AVL system like LAVTA's.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Implement an AVL system in 5 years; No set timetable for real time info implementation</li> </ul>	<ul style="list-style-type: none"> <li>Unsure</li> </ul>

Agency Contact	Category* Active Fleet Size	CURRENT STATUS	PRIMARY INTENT	Short Term Plans	Long Term Plans	Expected Cost
LAVTA Corey Davigne 925-468-7381	Small 61 motor bus 7 demand response	<ul style="list-style-type: none"> <li>AVL system implementation is complete for 50 buses in the active fleet as of March 2004.</li> <li>Contracted with Siemens for vehicle locator, paratransit, and dispatching package that also comes with real-time schedule software.</li> <li>LAVTA hired one full-time employee to work with the vendor. Their system calls every 30 seconds.</li> </ul>	<ul style="list-style-type: none"> <li>Provide information to customers</li> <li>Improve operational efficiency</li> </ul>	<ul style="list-style-type: none"> <li>Phase II: AVL real-time vehicle location currently on 50 vehicles. Decision to fix the bug for real-time announcement will be made later.</li> <li>Phase III: Integration of real-time scheduling system with the hardware.</li> <li>Phase IV: Real-time priority programs also a part of the IVIS system.</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade the system as necessary.</li> <li>The reason Siemens was chosen was because of its advanced technology based on 3G/GPRS/GSM. Also, Siemens system had the best protection against obsolescence.</li> </ul>	<ul style="list-style-type: none"> <li>Project costs \$3.25M.</li> <li>LAVTA has secured funding for the current 15-year operation costs.</li> </ul>
SamTrans Frank Burton 650-508-7991	Medium 323 motor bus 79 van	<ul style="list-style-type: none"> <li>AVL technology in place on all SamTrans revenue and paratransit vehicles</li> <li>Information on vehicle location available to customer service reps (limited)</li> <li>Predictive departure info available at Millbrae BART. System by Transit Television Networks. Information based on AVL data from Orbital Systems. Kiosks and bus bay displays direct riders from BART/train platforms to correct bus bays. System designed for easy expansion. Additional funding needed for expansion. Exploring public/private partnerships with shopping centers.</li> <li>Samtrans leases time from a local radio tower that covers only the northern area of their service area. To add coverage they would need to add a node to the tower. This is technically feasible but requires funding. If communications system goes down then the display sign and kiosks reflect schedule information as opposed to real-time data. The Orbital data has hooks designed with it so that Transit Television Network's predictive application can pick up the data. Samtrans owns the entire system and their polling is every two minutes.</li> </ul>	<ul style="list-style-type: none"> <li>To provide departure info to riders</li> <li>To direct passengers to departure points</li> <li>Improve operational efficiency</li> </ul>	<ul style="list-style-type: none"> <li>Explore partnerships to expand systems to shopping centers</li> <li>Explore funding sources for expansion to key BART/Samtrans points including Colma and Daly City stations</li> </ul>	<ul style="list-style-type: none"> <li>Expand passenger info system to all stations and selected wayside mid-route bus stops</li> <li>Provide passenger info on bus performance status via web and telephone</li> </ul>	<ul style="list-style-type: none"> <li>Current maintenance costs are \$20,000/year.</li> </ul>

Agency Contact	Category* Active Fleet Size	CURRENT STATUS	PRIMARY INTENT	Short Term Plans	Long Term Plans	Expected Cost
Santa Rosa Mona Babauta 707.543.3331	Small 26 motor bus	<ul style="list-style-type: none"> <li>• Demand for AVL and real time scheduling is high due to mostly disabled/student customer demographic</li> <li>• In terms of AVL, the folks that you can go to the sales building in Santa Rosa and see where all the buses are</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Financial plans mention implementing an AVL system by 2005</li> </ul>	<ul style="list-style-type: none"> <li>• Wait for the technology to mature and become more reliable</li> </ul>	<ul style="list-style-type: none"> <li>• The AVL plan for 2005 allocates \$1M</li> </ul>
SF Muni Duncan Watry 415.934.3937	Large 40 cable car 178 light rail 499 motor bus 330 trolley bus	<ul style="list-style-type: none"> <li>• No preexisting AVL system; AVL and NextBus are being implemented together</li> <li>• Implementation in 3 phases by mode – Phase One: Currently on Muni Metro, cable cars and 22 Fillmore. Phase two: Trolley coach. Phase three: motor Coaches</li> <li>• MUNI owns their NextBus system and has purchased a perpetual license to the NextBus algorithms.</li> </ul>	<ul style="list-style-type: none"> <li>• Based on positive customer feedback during the pilot project</li> </ul>	<ul style="list-style-type: none"> <li>• The funding available is a \$2M, 2003 federal earmark, and it is currently frozen. MTC &amp; MUNI are working together to free up the funds.</li> <li>• Seeking RM2 funds for phases 2 and 3.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement AVL/Real time equipment on all vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Total project costs are expected to reach \$14M (\$9.6M for NextBus and \$4.4M for MUNI staff and utility upgrades.)</li> </ul>
Sonoma Co. Transit Evan Albee 707.535-7516		<ul style="list-style-type: none"> <li>• Sept. 02: All the buses have GPS, but there is no live telecommunication. The data is downloaded every night from the bus into their main server.</li> </ul>				
Tri Delta Steve Ponte 925.754.6622	Small 44 motor bus 16 paratransit	<ul style="list-style-type: none"> <li>• AVL implementation to be completed for Dial-a-ride buses by the end of the year</li> </ul>	<ul style="list-style-type: none"> <li>• Know where the buses are</li> <li>• Feed information to passengers</li> <li>• Improve overall system efficiency</li> </ul>	<ul style="list-style-type: none"> <li>• Finish the implementation of AVL on the entire bus fleet by 2005-6</li> </ul>	<ul style="list-style-type: none"> <li>• Eventually implement real-time technology after the AVL framework is in place</li> </ul>	<ul style="list-style-type: none"> <li>• \$500,000 to \$750,000 for Dial-a-ride AVL</li> <li>• Needs funding for real-time scheduling</li> </ul>

Agency Contact	Category* Active Fleet Size	CURRENT STATUS	PRIMARY INTENT	Short Term Plans	Long Term Plans	Expected Cost
Vallero Pam Baldwin 707-563-7224	Small 52 motor bus 110 paratransit 6 van	<ul style="list-style-type: none"> <li>• GPS on vans</li> <li>• No AVL</li> </ul>	<ul style="list-style-type: none"> <li>• Improve customer service</li> <li>• Waste reduction</li> <li>• Equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance customer service</li> <li>• AVL and other AVL field</li> <li>• Station transit information</li> <li>• GIS and other technologies</li> </ul>		<ul style="list-style-type: none"> <li>• If there is some effort from the study it may be diverted to capital investment in real time scheduling</li> </ul>
VINE Peter Engel 707-259-8779		<ul style="list-style-type: none"> <li>• Started an AVL system for signal pre-emption, but it did not work well. VINE is phasing out the system.</li> </ul>				
VTA Jim Urtes 408-321-7002	Large 430 motor bus 80 light rail 4 historic trolley	<ul style="list-style-type: none"> <li>• AVL technology implementation completed and operational since last year. No real time information available to public</li> </ul>	<ul style="list-style-type: none"> <li>• Increase rider ridership</li> <li>• Better customer experience</li> </ul>	<ul style="list-style-type: none"> <li>• Get the 70 grant for real time approved</li> <li>• Develop system integration plan to link real time communication systems</li> <li>• Finalize funding resources (e.g. grants)</li> <li>• Conduct an open process to select a system process, provide real time software, and test real time capability on selected routes</li> <li>• Implement real time on all light rail stations, and on BART, Route 22, and on other major bus stops</li> </ul>	<ul style="list-style-type: none"> <li>• Acquire funding to purchase additional display devices</li> </ul>	<ul style="list-style-type: none"> <li>• ITS grant is \$1.6M. Total cost for the 1st phase (light rail) is \$3.3M</li> </ul>
WestCat Aleida Chavez 510-724-3331 Cyrus Minofar Alameda CMA 510-836-2560. ext. 14	38 coaches 12 vans	<ul style="list-style-type: none"> <li>• All vehicles equipped with AVL. 30 second polling. Using for fleet mgmt, not bus arrival information for public. Staff web site.</li> </ul>	<ul style="list-style-type: none"> <li>• Fleet management</li> </ul>	<ul style="list-style-type: none"> <li>• Applied for \$450K grant from BAAAQMD for transit priority traffic signals.</li> <li>• Customer service info with web and kiosks</li> </ul>	<ul style="list-style-type: none"> <li>• Interested in system like LAVTA.</li> </ul>	

No data available: Rio Vista Transit, Cloverdale Transit, Union City Transit, Altamont Commuter Express, Vacaville Transit, Healdsburg Transit, Petaluma Transit, Benicia Transit

# Appendix D: Bay Area Clean Air Partnership (BayCAP) Shuttle Inventory

## Funded by Bay Area Air Quality Management District

### Bay Area Shuttle Summary (June, 2004)

- 150+ shuttles connecting rail stations with employers, universities, medical centers, shopping districts and other key destinations.
- Shuttles are managed by nearly 50 public and private entities—transit agencies, cities, employers, colleges/universities, etc.
- Majority of shuttles are funded through public/private partnerships. Typical funders include the Air District, transit agencies, local governments and sponsoring organizations.
- Nearly all shuttles are fare-free and most are open to the public.
- 150+ shuttles = 8 million+ riders per year.
- Majority of shuttle riders were previously solo drivers. Surveys show that 60% - 80% have shifted from driving to rail/shuttle.
- Shuttles in the Bay Area originally served employers and employees. Now, shuttles are expanding to serve residents, shoppers, seniors, low-income residents, children and other target populations.
- Most shuttles are contracted out to private shuttle vendors. Some are operated in-house and some are operated by transit agency staff.

104

### Six Key Bay Area Shuttle Models

#### 1. Small Transit System

Large ridership (700,000 - 3 million/yr). 100% self-funded.  
7 days/week. Up to 18+ hours/day.

- Emery-Go-Round, UC Berkeley, UCSF, Stanford

Shuttle	Annual Riders	Period	Annual Cost	Cost Description	Funding Sources
Emery-Go-Round	850,000	2003	\$1.6 million	includes all operating and administrative costs	Fare-free local businesses (FBI)
UC Berkeley	782,000	FY 02-03	\$1.6 million	includes all operating and administrative costs. UC pays a per mile fee to AC Transit for vehicles, maintenance and driver training	UC Berkeley parking revenue
UCSF	1,200,000	2003	\$3 million	includes all operating and administrative costs	UCSF parking revenue, Medical Center assessment
Stanford	1,400,000	2003	\$3 million	Includes all operating and administrative costs. Vehicle purchase costs separate. (Stanford owns vehicles)	Stanford and local partners

#### Key Partnerships:

- UC Berkeley and AC Transit
- Emery-Go-Round and UC Berkeley; Emery-Go-Round and AC Transit
- Stanford and City of Palo Alto; Stanford and Caltrain

## 2. Operated by Transit Agency

Funding usually 25% employer/city, 25% BAAQMD, 50% transit agency. Normally meet a.m. and p.m. peak-period trains.

- Caltrain, Samtrans (to BART), VTA (to ACE and light rail)

Shuttle	Annual Riders	Period	Annual Cost	Cost Description	Funding Sources
Caltrain JPB	1,000,000	2003	\$3.2 million	Includes all operating costs, including vehicle leasing	Caltrain, C-CAG, Measure A, TFCA, employers
Samtrans (to BART)	375,000	2003	\$1.2 million	Includes all operating costs, including vehicle leasing	Samtrans, C-CAG, Measure A, TFCA, employers
VTA ACE	240,000	FY 02-03	\$1.45 million	Includes all operating costs, including vehicle leasing	ACE, TFCA, employers
VTA Light Rail	360,000	FY 02-03	\$1.4 million	Includes all operating costs, including vehicle leasing	VTA, TFCA, employers

### Key Partnerships:

- Caltrain JPB, C-CAG, Peninsula Alliance, cities and employers
- Samtrans, BART, C-CAG, Peninsula Alliance, cities, employers
- ACE and VTA

## 3. Operated by/for City

Some peak period, others off-peak. Serve mix of markets—employers, hotels, seniors, residents, etc. Funding mix of city, businesses, transit agency.

- San Carlos, San Leandro, Santa Clara, Palo Alto, Menlo Park (partial list)

Shuttle	Annual Riders	Period	Annual Cost	Cost Description	Funding Sources
San Carlos SCOOT	170,000	Annualized from Mayor Partnership	\$958,000	Includes operating and administrative costs	San Carlos, C-CAG, Measure A, TFCA
San Leandro LINKS	160,000	Annualized from April 04 ridership	\$345,000	Include all operating and administrative costs	City of San Leandro, BART, TFCA, LIFT, employers (BID 1/05)

### Key Partnerships:

- LINKS, BART and employers
- SCOOT and San Carlos School District

#### 4. Large Business Park

Contracted with local transit provider. 100% funded by business park.

- Bishop Ranch (contract with County Connection),  
Hacienda (subsidy to WHEELS service)

Shuttle	Annual Riders	Period	Annual Cost	Cost Description	Funding Sources
Bishop Ranch	288,000	Annualized from 2004 ridership	\$750,000	Includes all operating and administrative costs	Bishop Ranch Transportation Association
Hacienda Business Park	290,000	2003	\$198,000	\$128,000 annual payment to LAVTA plus \$70K for other costs	Hacienda Business Park

#### Key Partnerships:

- Bishop Ranch and County Connection
- Hacienda and LAVTA

#### 5. Hospitals

Staff, patients, visitors, nearby residents. 100% funded by hospital. Tight parking. Development agreements.

- Children's, Summit, Alta Bates, Kaiser, Seton Medical Center, St. Mary's Medical Center (partial list)

Shuttle	Annual Riders	Period	Annual Cost	Cost Description	Funding Sources
Children's Summit	30,000	2003	\$100,000	Operating and administrative costs	Children's and Summit

#### Key Partnerships:

- Hospitals and rail agencies (station access)

#### 6. 100% Private

Restricted to employees of a funding organization.

- Sun Microsystems, NUMMI, Bank of America, Mervyn's, Cisco, Nasa Ames, Applied Materials, Wells Fargo, IBM, San Jose Water Company, Lawrence Berkeley Lab (partial list)

Shuttle	Annual Riders	Period	Annual Cost	Cost Description	Funding Sources
Sun	100,000	2003	\$1.5 million	Includes all operating and administrative costs	Sun

#### Key Partnerships:

- Employers and rail agencies (station access)

## Appendix E: SB 916 30914.5 (d)

The Metropolitan Transportation Commission shall adopt a regional transit connectivity plan by December 1, 2005. The connectivity plan shall be incorporated into the commission's Transit Coordination Implementation Plan pursuant to Section 66516.5 of the Government Code. The connectivity plan shall require operators to comply with the plan utilizing commission authority pursuant to Section 66516.5 of the Government Code. The commission shall consult with the Partnership Transit Coordination Council in developing a plan that identifies and evaluates opportunities for improving transit connectivity and shall include, but not be limited to, the following components:

(1) A network of key transit hubs connecting regional rapid transit services to one another, and to feeder transit services. "Regional rapid transit" means long-haul transit service that crosses county lines, and operates mostly in dedicated rights-of-way, including freeway high-occupancy vehicle lanes, crossing a bridge, or on the bay. The identified transit hubs shall operate either as a timed transfer network or as pulsed hub connections, providing regularly scheduled connections between two or more transit lines.

(2) Physical infrastructure and right-of-way improvements necessary to improve system reliability and connections at transit hubs. Physical infrastructure improvements may include, but are not limited to, improved rail-to-rail transfer facilities, including cross-platform transfers, and intermodal transit improvements that facilitate rail-to-bus, rail-to-ferry, ferry-to-ferry, ferry-to-bus, and bus-to-bus transfers. Capital improvements identified in the plan shall be eligible for funding in the commission's regional transportation plan.

(3) Regional standards and procedures to ensure maximum coordination of schedule connections to minimize transfer times between transit lines at key transit hubs, including, but not limited to, the following:

(A) Policies and procedures for improved fare collection.

(B) Enhanced trip-planning services, including Internet-based programs, telephone information systems, and printed schedules.

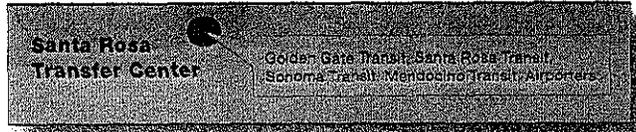
(C) Enhanced schedule coordination through the implementation of real-time transit-vehicle location systems that facilitate communication between systems and result in improved timed transfers between routes.

(D) Performance measures and data collection to monitor the performance of the connectivity plan.

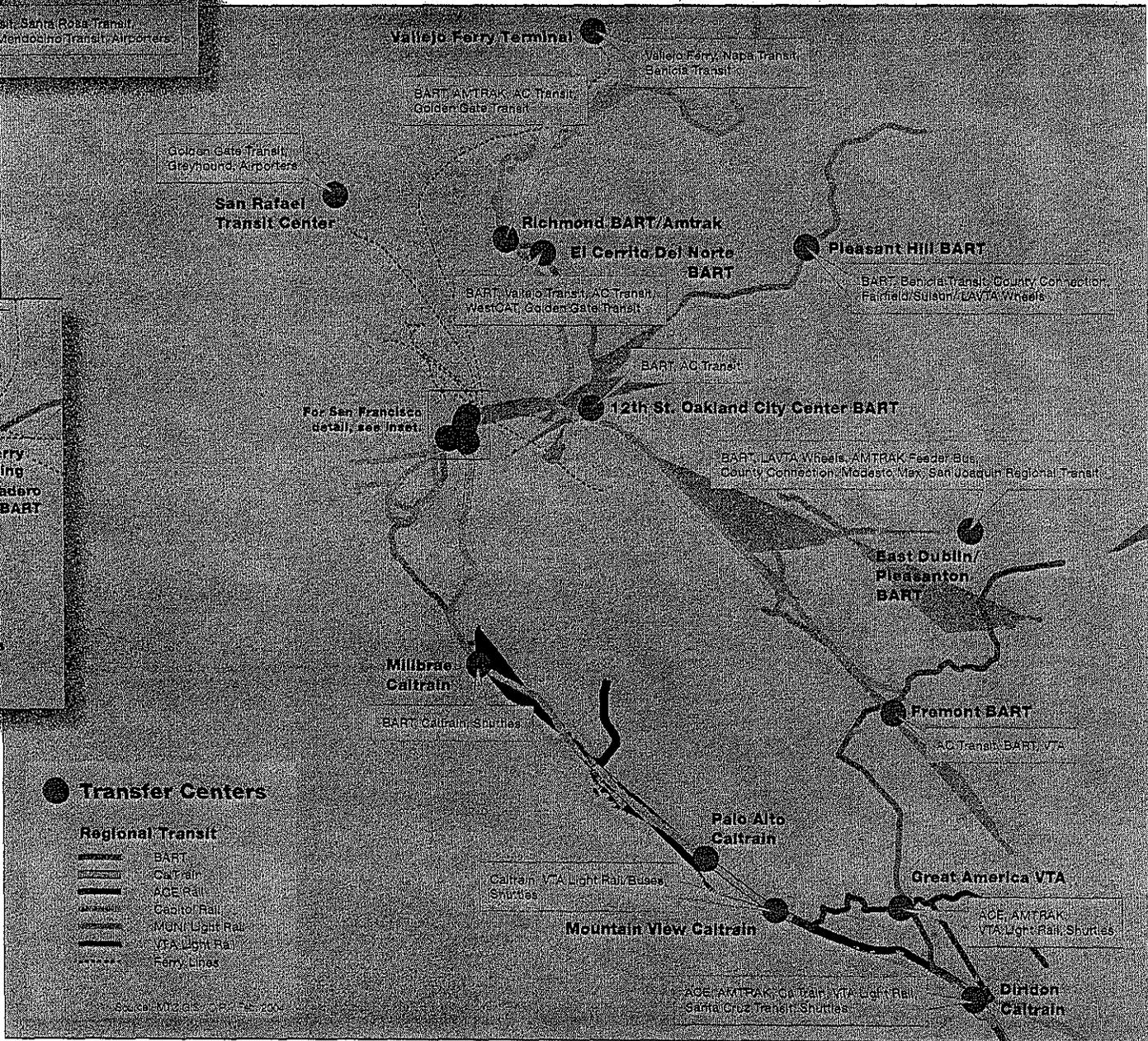
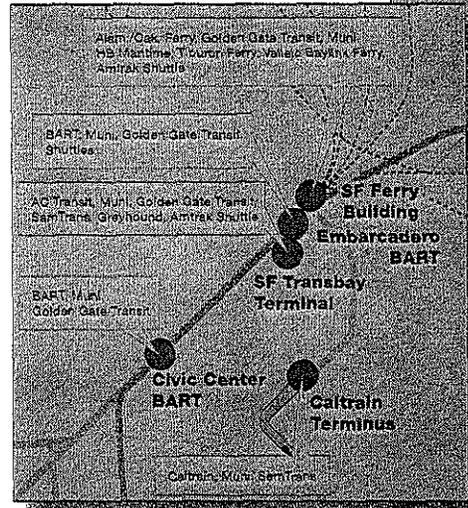
The connectivity plan shall focus on, but not be limited to, feeder transit lines connecting to regional rapid transit services, and the connection of regional rapid transit services to one another. The connectivity plan shall be adopted following a Metropolitan Transportation Commission public hearing at least 60 days prior to adoption. The commission shall adopt performance measures and collect appropriate data to monitor the performance of the connectivity plan. The plan shall be evaluated every three years by the commission as part of the update to its regional transportation plan. No agency shall be eligible to receive funds under this section unless the agency is a participant operator in the commission's regional transit connectivity plan.

# Appendix F: Map of Proposed Regional Inter-Agency Hubs

## Santa Rosa Inset



## San Francisco Inset



108



DATE: October 5, 2004  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Solano Countywide Transportation for Livable Communities (TLC)  
Program Plan

**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 \$25,000 per year or \$50,000 over two years per project available for planning related activities under the Transportation Planning Land Use Program (T-PLUS) administered by the STA.

**Discussion:**

STA began requesting submittals of potential TLC candidate projects in the fall of 2003 and again in the summer of 2004. STA staff also met with member agencies to conduct field reviews and discuss potential TLC projects in July and August 2004. Staff discussed the TLC plan, other potential funding strategies and options to make projects stronger TLC candidates. Six of eight STA member agencies participated in these field reviews.

In preparation for this initial allocation of County TLC Funds, STA staff developed Solano Countywide TLC Program Guidelines (adopted by the STA Board on September 8, 2004) and a draft Solano County TLC Plan. The draft plan was developed from input and discussions with the STA Alternative Modes Subcommittee, STA TAC, the Solano County Planners Group, and staff from member agencies. The draft TLC Plan identifies

approximately \$68 million in TLC projects countywide. Upon adoption by the STA Board, the TLC Plan will be incorporated into the Alternative Modes Element of the Solano Comprehensive Transportation Plan. Staff is recommending that only projects listed in the TLC Candidate Projects list will be eligible for TLC planning and capital funds allocated by the STA.

The TLC Plan was reviewed and recommended for approval by the STA TAC at their meeting on September 29th, 2004.

**Fiscal Impact:**

None to the STA General Operations Fund.

**Recommendation:**

Approve the Solano Countywide Transportation for Livable Communities Plan.

**Attachment:**

- A. Solano Countywide TLC Program Plan dated September 2004 (under separate cover)



DATE: October 5, 2004  
To: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Solano Countywide Pedestrian Plan

**Background:**

Since August 2003, STA staff and a consultant have been developing the Solano Countywide Pedestrian Plan in partnership with the Alternative Modes Committee, Pedestrian Advisory Committee (PAC), Solano Planning Directors Group and Technical Advisory Committee.

The Solano Countywide Pedestrian Plan is funded through the Caltrans Community Based Transportation Grant program. The purpose of the plan is to identify countywide and local pedestrian-oriented projects that support walking as a means of transportation. The Pedestrian Plan is intended to complement the County Transportation for Livable Communities (TLC) program and Countywide Bicycle Plan. Funding for pedestrian related activities is expected to be available through MTC's Transportation for Livable Communities (TLC) Program, the Regional Bicycle/ Pedestrian Program, and Caltrans' Safe Routes to Schools Program and Transportation Development Act Article 3 funds.

**Discussion:**

The draft Solano Countywide Pedestrian Plan was circulated for comments in July and August 2004. STA has received comments from several agencies and individual committee members and have incorporated them in the draft plan. STA staff and the consultant developed a final draft for review and recommendation based upon this last round of input.

The draft Solano Countywide Pedestrian Plan is the first effort to identify and prioritize countywide pedestrian projects in Solano County. There was some overlap identified between the Countywide Pedestrian Plan, Countywide Bicycle Plan and Transportation for Livable Communities Plan. The Countywide Pedestrian Plan highlights projects that were included in the other plans, but also identified stand alone pedestrian projects with a total cost of \$25 million over 25 years.

The Countywide Pedestrian Plan will be included as part of the Alternative Modes Element of the Comprehensive Transportation Plan upon approval by the STA Board. The plan will be a valuable implementation and advocacy document for countywide, regional, state and federal funding for Solano County pedestrian related projects.

The Countywide Pedestrian Plan was reviewed and recommended for approval by the STA TAC on September 29, 2004 with final minor amendments provided by the City of Dixon and the City of Vacaville.

**Fiscal Impact:**

None to the STA General Operations Fund.

**Recommendation:**

Approve the Solano Countywide Pedestrian Plan.

**Attachment:**

- A. Solano Countywide Pedestrian Plan dated September 2004 (under separate cover)



DATE: October 1, 2004  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Funding the Arterials, Highways and Freeways Element of  
the CTP

**Background:**

The Solano County Comprehensive Transportation Plan (CTP) was originally completed in May 2002. The CTP is currently being revised to include the results of recently completed studies such as the I-80/680/780 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.

The CTP has three primary elements categorized by transportation mode: the Arterials, Highways and Freeways Element, the Transit Element and the Alternative Modes Element. The completion of the studies and plans cited above has provided more comprehensive and current project costs for each of the three elements. Based upon current estimates, the CTP projects \$4.7 billion of transportation needs over the next 25 years, but only \$1.3 billion in anticipated revenues, leaving an estimated \$3.4 billion dollar shortfall. The largest funding shortfall, \$2.9B of the \$3.4B (85%), is in the Arterials, Highways, and Freeways Element of the CTP.

Traditionally, four sources of funding have primarily been available for funding the types of projects identified in the Arterials, Highways, and Freeways Element of the CTP.

These four fund sources are:

- Federal earmarks
- Federal Surface Transportation Program (STP)
- State Transportation Improvement Program (STIP)
  - Regional Transportation Improvement Program (RTIP)
  - Interregional Transportation Improvement Program (ITIP)
  - State Highway Operations and Protection Program (SHOPP)
- Local (including funds from Gas Tax, Transportation Development Act (TDA), local impact fees and General Fund)

In the past few years, four additional fund sources have been approved that provide funding for some specific projects identified in the Arterials, Highways, and Freeways Element of the CTP. These sources are:

- Traffic Congestion Relief Program (TCRP) – provides funding for the environmental work for the I-80/I-680/SR 12 Interchange, North Connector and Jameson Canyon projects; however, this was a one time only fund source and no additional allocations from this program are anticipated.
- Proposition 42 – provides funding for local streets and roads maintenance and rehabilitation; however, these funds have been suspended by the state legislature for FY 2003-04 and FY 2004-05, may be suspended in future years, and are uncertain to be available to local jurisdictions for streets and roads until FY 2008-09.
- Regional Measure 2 (RM 2) – provides \$100 million for the I-80/I-680/SR 12 Interchange project, including the North Connector project.
- Local Streets and Roads Shortfall Program in the 2005 Regional Transportation Plan – estimated to provide \$43.6 million to Solano County over 25 years for the maintenance of (primarily) streets and roads on the Metropolitan Transportation System (MTS).

However, the revenues received and/or anticipated from the above four fund sources are already included in the estimated \$1.3 billion in transportation revenue over the next 25 years and DO NOT offset any of the projected \$2.9 billion shortfall for the Arterials, Highways, and Freeways Element of the CTP.

**Discussion:**

Programs that have traditionally provided recent significant amounts of transportation funding to Solano County have been affected by actions of the Governor and State Legislature and the expansion of Regional Programs by the Metropolitan Transportation Commission. Additionally, the expiration of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the inaction by Congress to provide a new transportation bill has jeopardized the short term availability of federal funding. The following information identifies known impacts and potential impacts of actions by the State, MTC and the Congress.

**FEDERAL EARMARKS**

In 1998, the STA received two federal earmarks for the Jepson Parkway and, in recent years, the STA has landed federal appropriations earmarks for the Vallejo Station and the Fairfield/Vacaville Rail Station. The I-80/680/SR 12 Interchange project and Jepson Parkway have been slated to receive earmarks (\$21 million and \$2 million, respectively) as part of the House version of the Federal Transportation Reauthorization bill currently in Congress. Due to the differences between the House, the Senate and the Administration for funding levels for the Federal Transportation Reauthorization bill, the proposed earmarks for the Interchange and Jepson Parkway are not certain. Additionally, our Congressional Representatives have indicated that future earmarks may be difficult to obtain without a significant commitment of non-federal, local funds to individual projects seeking federal earmarks.

**FEDERAL SURFACE TRANSPORTATION PROGRAM (STP)**

Since 1998, the STA has programmed federal STP and Congestion Mitigation and Air Quality Improvement Program (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 funds for corridor management

projects, streets and roads maintenance, local safety projects, and bicycle projects. Only STP funds were authorized for roadway projects while both STP and CMAQ funds were authorized for use on non-highway transportation projects. Both STP and CMAQ funds were provided to Solano County through the STA with general guidelines for use; however, STA was provided broad flexibility in programming the funds to projects that met the MTC guidelines. As part of the 2005 Regional Transportation Plan (called Transportation 2030 or T-2030), MTC committed virtually all of the STP and CMAQ funds anticipated to come to the Bay Area over the next 25 years to fund regional programs. Although, Solano County agencies are proposed to receive approximately \$43.6 million of STP funds for maintaining local streets and roads through the Regional Local Streets and Roads Shortfall Program, these funds are restricted to local roadway rehabilitation and cannot be used for other projects. T-2030 provides no flexible STP funds to Solano County for other projects in the Arterials, Highways, and Freeways Element of the CTP.

#### STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Historically, Solano County receives an average of \$10 million per year from the STIP as its county share of the RTIP. These funds have been used for a variety of projects including SR 37, the Jepson Parkway, I-80/I-680/SR 12 Interchange, intermodal stations and local road rehabilitation. Due to the state budget problems, Solano County received no new funds in the 2004 STIP. The 2004 STIP was primarily a reprogramming of projects remaining in the 2002 STIP. Additionally, ITIP funds that have been dedicated in the past to such projects as SR 37, Jameson Canyon, I-80/I-680/SR 12 Interchange, and Interstate projects have also been seriously curtailed and the SHOPP program is proceeding at about one third of previous levels. The future availability of STIP funds (RTIP, ITIP and SHOPP) is dependent on the state budget and federal funding; however, levels of funding significantly exceeding the historical amounts for any of these programs does not appear likely.

#### LOCAL FUNDS

Local funds used for typical projects in the Arterials, Highways, and Freeways Element of the CTP have historically been gas tax, TDA (funds not needed for transit), local impact fees and general fund revenues. In addition, 40% of Proposition 42 is targeted to go to local streets and roads, but it has been diverted the last two years to the State Legislature. Due to the state budget problems and its ripple effect upon local budgets and the economy, these traditional sources of revenues for roadway-related projects have diminished. As the demands for these types of local revenues continues, the ability of local agencies to provide significant local matching funds for individual projects may be difficult and large, 100% locally funded projects (e.g., local Interstate interchanges) may need to be curtailed or eliminated.

#### NEXT STEPS

The updated CTP will identify a number of critical transportation improvements from the Arterials, Highways, and Freeways Element ranging from maintenance of local streets and roads to highways improvements to highway expansions. 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, but will provide no funding for major corridor projects.

Solano County's priorities for future federal and state funding, such as the I-80/I-680/SR 12 Interchange, will require long term commitments of RTIP funds by the STA in order to leverage large amounts of ITIP funds and to show a solid local commitment in order to compete for federal earmarks. The dedication of RTIP funds to one or two specific projects (e.g., the I-80/I-680/SR 12 Interchange, Jepson Parkway, and SR 12 Jameson Canyon) will preclude these funds from being available for other projects in the county and may be able to fund only portions of these projects.

Over 25 years, STIP funds that will be available to Solano County (at historical levels) amounts to only \$250 million, about one third of the estimated costs to rebuild the I-80/I-680/SR 12 Interchange, but a long-term commitment of County STIP funds and/or a local funding source would leverage larger amounts of State ITIP and SHOPP funds and Federal funds.

In order to facilitate and accelerate the implementation of high priority projects in the Arterials, Highways, and Freeways Element of the CTP, the STA Board, with assistance from the TAC, Transit Consortium and pertinent advisory committees, will need to development short term and long term funding strategies for priority projects based on the project and program priorities identified in the updated CTP.

**Recommendation:**

Informational.

**Attachments:**

- A. 2004 STIP for Solano County (Approved by STA Board on April 14, 2004)
- B. Arterials, Highways, and Freeways Element Shortfall from the Draft CTP Update
- C. Mid-Term and Long-Term Projects from the I-80/I-680/I-780 Major Investment and Corridor Study
- D. CTP Eligible Fund Sources

**2004 State Transportation Improvement Program (STIP)  
For Solano County**

**Solano Transportation Authority**

(Approved by STA Board April 14, 2004)

Projects	2002 STIP				2004 STIP					Total
	FY03/04	FY04/05	FY05/06	FY06/07	FY04/05	FY05/06	FY06/07	FY07/08	FY08/09	
Planning, Programming & Monitoring (STA) Pending	75.0				75.0					75.0
Planning, Programming & Monitoring (MTC) Pending	26.0				26.0					26.0
Planning, Programming & Monitoring (STA)					50.0	51.0	51.0	51.0	120.0	323.0
Jepson Parkway between SR 12 and I-80	4,650.0						3,550.0			3,550.0
Jepson - Walters, Vanden & Leisure Town Roads		250.0		6,900.0			250.0	3,000.0	3,900.0	7,150.0
Jepson - Vanden		2,400.0	5,500.0				2,400.0	5,500.0		7,900.0
Jepson - Walters Extension			3,300.0						3,300.0	3,300.0
Road Rehabilitation (8 Separate Projects)										
- Benicia, West "K" Street Overlay (\$154K)				154.0			154.0			154.0
- Dixon, South Lincoln Street Overlay (\$105K)				105.0			105.0			105.0
- Fairfield, Hillborn Pavement Improvements (\$364K)				364.0			364.0			364.0
- Solano County, Various Roads Overlay (\$393K)				393.0			393.0			393.0
- Suisun City, Pavement Rehabilitation (\$140K)				140.0			140.0			140.0
- Vacaville, Nut Tree Road Resurfacing (\$342K)				342.0			342.0			342.0
- Vallejo, Lemon Street Rehabilitation (\$428K)				428.0			428.0			428.0
- Rio Vista, Front Street Rehabilitation (\$74K)				74.0			74.0			74.0
Fairfield Vacaville Rail Station	125.0	2,125.0				125.0	2,125.0			2,250.0
Bahia Viaduct	1,000.0						1,000.0			1,000.0
Benicia Intermodal Transportation Station	225.0	1,100.0				225.0	1,100.0			1,325.0
I-80/680/12 Interchange Improvements			7,200.0	4,535.0		2,000.0	3,500.0	2,900.0	3,012.0	11,412.0
Vallejo Station		1,200.0	3,000.0	3,100.0		1,200.0	3,000.0	3,100.0		7,300.0
Vallejo Ferry Maintenance Facility	425.0					425.0				425.0
CMAQ Match Reserve	178.0						178.0			178.0
SR 37 Mitigation Planting			428.0			428.0				428.0
Extend I-80 HOV from Carquinez Bridge to SR 29						1,500.0				1,500.0
<b>Totals</b>	<b>6,704.0</b>	<b>7,075.0</b>	<b>19,428.0</b>	<b>16,535.0</b>	<b>151.0</b>	<b>5,954.0</b>	<b>19,154.0</b>	<b>14,551.0</b>	<b>10,332.0</b>	<b>50,142.0</b>
	"Fair-share" amount available to Solano County				1,481.0	14,331.0	12,124.0	11,882.0	10,324.0	
	Yearly amount over (+) or under (-)				-1,330.0	-8,377.0	7,030.0	2,669.0	8.0	
	Cumulative amount over or under				-1,330.0	-9,707.0	-2,677.0	-8.0	0.0	
<b>TE - Reserve Lump Sum</b>						1,629.0	578.0	590.0	601.0	3,398.0

**Solano Comprehensive Transportation Plan 2030 Prelim. Funding Needs**  
(All costs in millions of 2004 dollars - Revised on 7-08-04)

PROJECT/PROGRAM	Total Costs (remain.)	Commit Funding	T-2030 Track 1 Funds	Short-Fall	Propo. Big Tent Funds
<b>TRANSIT ELEMENT</b>					
Expanded Express Bus (Cap. and Op.)	152.5	82.5	5.0	65.0	98.0
Vallejo Transit Capital Replacement	43.4	43.4		0.0	
Train Stations and Track Improvements	58.0	30.0	10.0	18.0	
<b>Sac-Rich.-Oak. Commuter Rail (sBART) (Cap/Op.)</b>	<b>181.0</b>	0.0		<b>181.0</b>	<b>113.0</b>
Vallejo Baylink Ferry Service (Cap.)	180.1	130.1		50.0	50.0
Senior and Paratransit Expan. (cap. and op.)	127.0	0.0		127.0	105.0
<b>Sub Total</b>	<b>742.0</b>	<b>286.0</b>	<b>15.0</b>	<b>441.0</b>	<b>366.0</b>
<b>ARTERIALS, HIGHWAYS &amp; FREEWAYS ELEMENT</b>					
I-80/I-680/SR 12 Interchange	769.0	147.7	159.8	461.5	250.0
Jepson Parkway Project	70.4	22.2	43.0	5.2	
SR 12 (Jameson Canyon <sup>2</sup> )	51.1	6.1	45.0	45.0	20.0
<del>I-80 Widening (Vacaville to Dixon)</del>	-	-			
<del>I-80 Corridor Improvements (Segments 4, 6, &amp; 7)<sup>3</sup></del>	-	-		-	
<b>I-80/680/780 Corridor Improve. (Mid term)</b>	<b>357.3</b>	<b>8.0</b>	<b>88.4</b>	<b>269.0</b>	<b>350.0</b>
<b>I-80/680/780 Corridor Improve. (Long term)</b>	<b>709.0</b>	<b>8.0</b>		701.0	
Local Interchange Improvements	418.0	0.0	2.0	416.0	
STP Planning Funds for County	8.9	8.9		-	
Widen SR 37 to 4 lanes with mitigation	154.5	-		154.5	
SR 12 capacity Improvements (I-80 to Sac. River)	105.0	0.0	3.4	101.6	55.0
SR 113 (I-80 to SR12)	50.0	-		50.0	
<del>I-80 HOV Lanes (I-680 to I-505)</del>	-	-		-	
<del>I-80 and/or I-680 HOV Lane Projects</del>	-	-		-	
<b>Road maintenance (regional roads - MTS)</b>	<b>43.6</b>	<b>43.6</b>			
Road Maintenance (all local roads - non MTS)	561.6	232.8	41.0	328.9	350.0
SR 12 Safety Projects (I-80 to Sac. River)	42.6	36.0	6.6	-	
Safety Projects	100.0	-	3.0	97.0	25.0
Local Arterial Improvements	339.4	29.6		309.9	
<b>Sub Total</b>	<b>3780.4</b>	<b>542.8</b>	<b>392.2</b>	<b>2939.5</b>	<b>1050.0</b>
<b>ALTERNATIVE MODES ELEMENT</b>					
Bicycle Improvements	56.0	19.5	2.3	34.2	
Pedestrian Improvements	25.0	3.0	2.0	20.0	
Park-and-Ride Lots	13.0	-	3.0	10.0	
Ridesharing Program	17.5	17.5		0.0	
County TLC / Enhancements Program	75.1	40.0	7.5	27.6	
<b>Sub Total</b>	<b>186.6</b>	<b>80.0</b>	<b>14.8</b>	<b>91.8</b>	<b>0.0</b>
<b>Total</b>	<b>4709.0</b>	<b>908.8</b>	<b>422.0</b>	<b>3378.3</b>	<b>1416.0</b>

Table 0-4, respectively. The locations of mid-term and long-term projects are illustrated in Figures 0-2 and 0-3, respectively. Local Interchange improvements within each local jurisdiction were prioritized separately and Table 0-5 presents the results.

**Table 0-3 Recommended Mid-Term Projects**

Priority	Project	Segment	Cost in million \$ (2003)
1	(Near Term Projects stated in Table 0-2)		
2	Extension of WB I-80 HOV Lane - East of Carquinez Bridge to East of SR-29	2	\$1.5 - **** 5.7
3	EB I-80 Signage for SR-29 - West of Toll Plaza	2	\$0.16
4	Expand Lemon St & Curtola Pkwy Park & Ride	2	\$30.0 * ****
5	North Connector	1	\$68.0 ****
6A	EB I-80 Aux Lane - Suisun Valley Rd to Existing Truck Scales	1	\$2.4 **
6B	WB I-80 Aux Lane - Existing Truck Scales to Suisun Valley Rd	1	\$1.7 **
7	I-80 EB & WB HOV Lane - SR 12 West to Air Base Pkwy (Requires design exception)	1,6	\$78.0 ** ****
8	Braiding EB I-80 Ramps - I-680 to Suisun Valley Rd with improvements along I-680 including Red Top Road	1	\$131.0 - ** 186.0
9	EB I-80 Aux Lane - Travis Blvd to Air Base Pkwy	6	\$3.7
10A	Relocate/Reconstruct Truck Scales	1	\$226.0 ***
10B	Upgrade Project 7 to Full Caltrans Standards	1,6	\$4.0
11A	WB/EB I-80 Aux Lane - SR-12(E) to Suisun Valley Rd	1	\$10.9 **
11B	Improvement/Expansion of Fairfield Transportation Center - Phase 3	6	\$6.0 *
12	EB I-80 Mixed Flow Lane - SR-12 (E) to Beck Av Merge	6	\$16.6
13A	WB I-80 Aux Lane - West Texas St to Abernathy Rd	6	\$4.4
13B	WB I-80 Aux Lane - Waterman Blvd to Travis Blvd	6	\$5.0
14A	Red Top Rd Park & Ride - Phase 2	1	\$4.0 *
14B	Gold Hill Road Park & Ride	4	\$3.0 *
15A	Lake Herman Rd / Vista Point Park & Ride	4	\$0.2 *
15B	Benicia Intermodal Terminal	4	\$30.0 *
16	Braid EB I-80 Ramps - SR-12(W) to Green Valley Rd	1	\$44.0 **
17	WB I-80 Aux Lane - Green Valley Rd to SR-12 (W)	1	\$2.2 **
18	I-80/I-505 Weave Correction Project	6	\$8.4 ***
19A	Benicia - Downtown Area Park & Ride	3	\$2.5 *
19B	Hiddenbrooke Pkwy Park & Ride	5	\$0.25 *
19C	North Texas St Park & Ride	6	\$1.0 *
19D	Columbus Pkwy/Rose Rd Park & Ride	3	\$1.5 *
20	EB/WB I-780 Stripe Aux Lane - 2nd St to 5th St	3	\$0.2
21	I-80 / Pitt School Rd Interchange Improvement	7	\$4.1
22	North First St Park & Ride	7	\$0.25
23	WB I-80 HOV Lane - Carquinez Bridge to SR-37	2	\$15.7
24	EB I-80 HOV Lane - Carquinez Bridge to SR-37 with improvement to Redwood Pkwy EB off-ramp	2	\$32.3
		<b>Total</b>	<b>\$739-\$798</b>

\* P&R estimate from Wilbur Smith and Associates.

\*\* Estimates from Mark Thomas Company, Inc.

\*\*\* Info from Caltrans PSR.

\*\*\*\* Projects which are currently partially funded.

Table 0-4 Recommended Long-Term Projects

Priority	Description	Segment	Cost in Million \$ (2003)
25	EB/WB I-80 HOV Lane - Air Base Pkwy to I-505	6	\$111.2
26	EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy	6	\$64.4
27	WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy	2	\$11.4
28	I-780/I-80 Interchange Improvement	2	\$48
29	EB/WB I-780 Aux Lane - Military West to Columbus Pkwy	3	\$4.3
30	Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors	2	\$38.0
31	Vacaville Intermodal Transportation Center	6	\$12.0 **
32A	EB I-80 Aux Lane - Redwood Pkwy to SR-37 with 2-lane off-ramp	2	\$18.1
32B	EB I-80 Aux Lane - Tennessee St to Redwood Pkwy	2	\$18.8
33	EB/WB I-80 Mixed Flow Lane - SR-12 (E) to I-680	1	\$38.0 *
34	WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)	6	\$48.2
35	I-80 Widening - Meridian Rd to Kidwell Rd	7	\$60.0
36A	WB I-80 Aux Lane - North Texas St to Waterman Rd	6	\$28.4
36B	EB I-80 Aux Lane - Air Base Pkwy to North Texas St	6	\$24.5
37A	EB I-80 Aux Lane - Cherry Glen Rd to Alamo Dr	6	\$7.9
37B	WB I-80 Aux Lane - Merchant St to Cherry Glen Rd	6	\$16.5
38	Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)	1	\$78.0 *
39A	I-80/I-780/Curtola Pkwy HOV Connector	2	\$45.0
39B	EB I-80 Aux Lane - I-780 to Georgia St	2	\$13.2
39C	WB I-80 Aux Lane - Georgia St to I-780	2	\$14.0
39D	WB I-80 Aux Lane - Redwood Pkwy to Tennessee St	2	\$10.8
39E	EB I-80 Aux Lane - North Texas St to Lagoon Valley Rd	6	\$7.5
40	SR-113/I-80 Interchange Improvement	7	\$22.7
41	EB I-80 Aux Lane - Alamo Dr to Davis St	6	\$6.2
42	EB I-80 Aux Lane - Davis St to Peabody Rd	6	\$3.5
43	EB I-80 Aux Lane - Peabody Rd to Allison Dr	6	\$5.0
44	WB I-80 Aux Lane - Monte Vista Av to Mason St	6	\$6.2
45	WB I-80 Aux Lane - Mason St to Alamo Dr	6	\$5.0
46	I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)	2	\$42.0
47	West A Street Park & Ride	7	\$0.25 **
48	NB/SB I-680 HOV Lane - Benicia Bridge to I-80	4	\$160.0
49	Walters Road Park & Ride	6	\$2.0 **
50	I-80/SR-37/Columbus Parkway Interchange Improvements	5	\$7.0
		<b>Total</b>	<b>\$978</b>

\* Estimates from Mark Thomas and Company, Inc.

\*\* Estimates from Wilbur Smith and Associates





DATE: October 5, 2004  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY 2005-06

**Background:**

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

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

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

If the transit operators, the STA, and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA article 8 claims for FY 2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

The annual Unmet Transit Needs public hearing for Solano County has been traditionally held in November. Due to scheduling conflicts, this year's Unmet Transit Needs public hearing will be held December 1, 2004 at 6pm. MTC will coordinate the 30-day public noticing that is required. STA will assist informing local residents through mailings and other means. Transit operators are encouraged to attend. Staff will provide an update at the Board meeting.

Following the Unmet Transit Needs public hearing and public comment period, MTC will summarize the key issues of concern and forward them to the STA to coordinate a response. STA staff will work with the affected transit operators to address the issues thoroughly.

**Recommendation:**

Informational



DATE: October 5, 2004  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: TLC Planning Grants

**Background:**

The purpose of the Metropolitan Transportation Commission's (MTC's) Transportation for Livable Communities (TLC) 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, reduce congestion and support connectivity between transportation investments and land uses.

On September 8, 2004, the STA Board adopted new Solano Countywide Transportation for Livable Communities TLC Program Guidelines to assist in the administration of the Countywide TLC planning and capital grants (see Attachment A for more information on the overall program). Based on a recommendation of the TAC, the final TLC Guidelines included a provision to increase the maximum available funds up to \$50,000 for an individual TLC planning grant over a two-year period.

The TAC has reviewed the TLC Plan, which lists various TLC candidate projects for future cycles of the Countywide TLC program. This TLC Plan will be used as a guide to prioritize funding for future cycles of TLC planning and capital projects.

Since 1998, several STA member agencies have successfully received TLC planning grants from MTC for the following projects:

<b>Sponsor</b>	<b>Project</b>	<b>Amount</b>
STA	Jepson Parkway Concept Plan	\$ 35,000
City of Rio Vista	Waterfront Plan	\$ 15,000
City of Vallejo	Sereno Bus Transit Center/ Affordable Housing Plan	\$ 40,000
City of Fairfield	West Texas Street	\$ 25,000
Solano Co./ Fairfield	Old Town Cordelia Plan	<u>\$ 50,000</u>
<b>Total</b>		<b>\$165,000</b>

All of these TLC planning grants were augmented by at least 20% or more of local funds.

As a result of the new Transportation for Livable Communities Plan, member agencies have identified the following TLC candidate projects that will need TLC planning funds in the next few years to help get them ready for future TLC capital grants:

<u>Sponsor</u>	<u>TLC Planning Grant Candidate Projects</u>
City of Benicia	Intermodal Train Station
City of Fairfield	West Texas Street Urban Village Project
City of Fairfield	Fairfield-Vacaville Train Station Urban Center
City of Fairfield/ Solano Co./Suisun City	Union – Main St. Streetscape and Pedestrian Enhancements
STA/City of Fairfield/ Solano County	North Connector
City of Rio Vista	Highway 12 Corridor Improvements
City of Rio Vista	Waterfront Improvements
City of Vallejo	Sonoma Boulevard/SR 29 TLC Corridor Plan

All of these potential planning grants are in the early stages of conceptual development and generally include one or more of the following components:

- Public facilitation between property owners and surrounding residents
- Conceptual plans and illustrations that help develop public consensus on future uses that support multi-modal TLC corridors or downtown areas
- Specific area plan to identify appropriate housing types, retail and mixed use concepts (i.e. developing a master site plan or a special planning area)
- Transportation projects that will encourage increased use of bus, rail, ridesharing, transit, bicycle and pedestrian modes, particularly along the major travel corridors in Solano County such as I-80, I-680, I-780, and SR 12

Requests for TLC regional planning grants were recently submitted to MTC for three of the projects listed above (Benicia Intermodal Train Station, Fairfield's West Texas Street Urban Village Project and Rio Vista's Waterfront Improvements). However, no decision has yet been made on which projects may be funded this year.

STA staff is currently reviewing the remaining balances from the 2003-04 TLC budget and future potential funds that could be made available for TLC planning grants through June 30, 2006. Staff's goal is to try and budget approximately \$150,000 to \$200,000 to fund an initial round of planning grants (funded in part by the STA's 2004-05 budget as well as from the proposed 2005-06 STA budget), utilizing existing and future year T-Plus funds as well as other federal funds such as the recently approved STP/CMAQ swap.

Staff recommends that these funds be used to create visioning documents or conceptual plans that will help develop future TLC candidate projects, that are currently in the early stages of development, into more defined projects that are ready to secure programming approvals and receive TLC capital funds. Because of the limited funds available for TLC planning grants (primarily T-Plus funds and STP-Planning funds), staff is evaluating

whether use of construction-oriented funds (i.e. STP, CMAQ, enhancements and STIP) may be used to pay for the more technical documents (e.g. environmental documents, preliminary engineering and working drawings) rather than using these TLC planning funds.

Staff has also presented this program to the Planning Director's group and they indicated support for an increased amount of TLC planning funds because of the limited local funds available for these purposes.

Once TLC planning funds are identified, staff will call for projects with the goal of trying to assist in funding a portion of the planning projects identified above. STA staff would like staff from each of the member agency to keep STA staff updated as they develop a scope of work and identify a work product for their TLC projects

At the STA Board meeting of December 8, 2004, after receiving further input from the Alternative Modes Committee, the STA TAC and the Planning Director's group, staff will bring back a recommended budget and process for reviewing and awarding these planning funds. As part of the application process, each member agency requesting these funds will be requested to commit to initiating the planning process no later than early 2005 with full plan completion by June 2006.

**Recommendation:**  
Informational



DATE: October 1, 2004  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: State Transportation Funding Update

**Background:**

The State of California has faced significant budget challenges since FY 2001-02, although the full magnitude of the problems did not surface until late 2002. The efforts to deal with the budget deficit, reported to be as much as \$38B from FY 2002-03 through FY 2004-05, have had a negative impact on transportation funding throughout California. Solano County has been impacted by deferred funding and project delays and may face more significant impacts in the future. Solano County has lost approximately \$78 million in state transportation funds since FY 2000-01 (see Attachment A).

In December 2002, the California Transportation Commission (CTC) started limiting new allocations of programmed funds in the State Transportation Improvement Program (STIP). The last significant STIP allocations were made by the CTC in May 2003. The I-80/I-680 Auxiliary Lanes project, currently under construction with an estimated December 2004 completion date, was one of the last projects to receive an allocation.

The 2004 STIP, adopted in August, was based upon a STIP Fund Estimate that assumed certain revenues would be available for transportation funding over the next five years. Because of the uncertainty of several of these revenue sources, the CTC has further delayed new STIP allocations until December 2004 at the earliest.

New STIP allocations by the CTC will depend on one or more of the following:

- The federal ethanol issue is resolved favorably for California. The per gallon federal gasoline tax is significantly less for ethanol-based gasoline than for non-ethanol gasoline. The conversion of California gasoline from the MBTE additive to gasohol to help combat air pollution will result in significantly less federal gas tax revenues (approximately \$2 billion over 5 years) returning to California unless Congress changes the gasohol-based gasoline tax.
- The federal reauthorization bill is passed at a higher level than currently proposed by the President and the U.S. House of Representatives. The prospect for a new reauthorization bill passing Congress in 2004 is unlikely (see Attachment B).
- Propositions 68 and 70 are defeated by California Voters in November 2004 and the \$1.2 billion in new tribal gaming compact revenues negotiated by the governor will be provided for transportation as payments for past loans.

**Discussion:**

In order to keep Bay Area projects moving forward in the absence of STIP allocations, the Metropolitan Transportation Commission (MTC) has implemented three aggressive programs to provide funding for critical projects.

**STIP Backfill**

MTC dedicated \$62 million in Regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to existing STIP and Traffic Congestion Relief Program (TCRP) projects to keep them on schedule. In Solano County, the I-80/Leisure Town Road Interchange and Overcrossing project in Vacaville received \$4.65 million in STP funds, allowing this project to proceed to construction this year.

**GARVEEs (Grant Anticipation Revenue Vehicles)**

Several projects in the Bay Area are proceeding by using GARVEE bonds. GARVEE bonds are tax-exempt bonds that can be issued by a state and are backed by the state's future federal transportation appropriations. Although the state must pay interest on the bonds, this funding procedure allows projects to move forward at present-day costs, saving money over a period of years if construction inflation costs exceed the interest costs. No Solano County projects have been identified for GARVEE funding; however, many projects identified in the I-80/I-680/I-780 Major Investment and Corridor Study are potential candidates for GARVEE funding.

**AB 3090 Reimbursements**

Some counties have been able to keep projects moving by "fronting" local funds for the projects with reimbursements from the State Highway Account at a later date. AB 3090 reimbursements may be several years in the future, but are a priority in the year programmed.

In addition to the previous strategies for keeping projects moving forward, projects funded with federal Transportation Enhancement (TE) funds and previously allocated TCRP projects have also continued to receive allocations and reimbursements. Both the I-80/I-680/SR 12 Interchange PA/ED and the North Connector PA/ED are fully funded through the TCRP and continue to make progress.

While transportation funding is still extremely inadequate to meet the needs of California, some limited construction projects are underway. The CTC will decide in December whether to proceed with any FY 2004-05 STIP allocations and how the assumptions for the 2004 STIP Fund Estimate may need to be revised.

**Recommendation:**

Informational.

**Attachments**

- A. MTC Memorandum, September 20, 2004, Update on the State Transportation Shortfall
- B. Ferguson Group Memorandum, September 29, 2004, Transportation Reauthorization & FY 2005 Transportation Appropriations - Update



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: September 20, 2004

FR: Ross McKeown, Programming and Fund Management

W.I. 1515

RE: Update on the State Transportation Shortfall

### **Background:**

Due to the State's fiscal crisis, the California Transportation Commission (CTC) is continuing to severely limit new allocations of programmed funds in the State Transportation Improvement Program, limitations begun in December 2002. Even though the 2004 STIP adopted this August dedicates \$639 million to the nine Bay Area counties over the next five years, the revenue assumptions that established the STIP Fund Estimate may not come to fruition. Therefore, at its August 5, 2004 meeting, the CTC further postponed STIP allocations until December 2004.

New allocations by the CTC in December 2004 depend on the following:

- The federal ethanol issue is resolved favorably for California
- The federal reauthorization bill is passed at a higher level than currently proposed by the President and the U.S. House of Representatives
- Propositions 68 and 70 are defeated by California voters in November 2004 and the \$1.2 billion in new tribal gaming compact funds negotiated by the Governor flow to transportation as repayment of past loans

The CTC has decided to wait until the outcome of these issues is known, before proceeding with full allocations for FY 2004-05.

### **Issues:**

According to the latest estimate, the State Highway Account (SHA) will only have enough cash to handle \$500 million in allocations until December 2004. This funding will be designated for emergency, safety, and rehabilitation projects, administered through the State Highway Operations and Protection Program (SHOPP). The adopted STIP for FY 2004-05 included \$2.2 billion in allocations from the SHA. Most of these allocations were to go to the SHOPP anyway, as the nine-county MTC share of STIP funds for FY 2004-05 was only \$16 million. As long as state highway rehabilitation and maintenance remain a statutory priority, funding those SHOPP needs along with Caltrans support needs will continue to cause STIP allocations to be postponed.

The MTC region, which traditionally receives around 20% of SHA funds, has been forced to delay projects due to the suspension of allocations to the various programs funded from the SHA. However, the region has

aggressively sought and continues to seek alternative financing strategies to deliver key projects. The region is moving STIP projects forward through bonding future federal revenues (GARVEEs) and through the use of local funds with reimbursement from the state scheduled in future STIP cycles. As well, the Commission adopted the STIP Backfill strategy in April 2004 dedicating a total of \$62 million in Regional STP and CMAQ funds to existing STIP and TCRP projects to keep them on schedule. In total, \$186 million in projects are moving forward in the region due to these alternative financing mechanisms.

**Impacted STIP Projects**

The San Francisco Bay Area is looking relatively good with regards to the 2004 STIP for FY 2004-05 (even though, as with the rest of the state, FY 2004-05 has relatively little funding, with \$153 million available to Non-TE projects and an additional \$127 million for TE projects, compared with \$2.8 billion programmed for Non-TE projects in FY 2004-05 in the 2002 STIP). The MTC region was given a target of \$16 million in NON-TE RTIP funding for FY 2004-05, and therefore, we could not program a significant amount of projects in the first year of the 2004 STIP.

There is only one NON-TE RTIP-funded project that we have scheduled for allocation in FY 2004-05, the Sonoma 101 Steele Lane Interchange for \$13.5 million in RTIP funding. This is a companion project to the Sonoma 101 HOV Widening project from State Route 12 to Steele Lane, programmed for a total of \$47.5 million in RTIP and ITIP funds in FY 2005-06. Caltrans and SCTA were hoping to advance-allocate the \$47.5 million from FY 2005-06 to meet a statutory deadline of awarding this project by December 31, 2004 (This is a design-sequencing project allowing Caltrans to proceed prior to being 100 5percent designed - Legislation is pending to extend the date). Caltrans was to use the \$4.225 million in STIP Backfill to front the cashflow needs until FY 2005-06. So, although we only have \$13.5 million in FY 2004-05, the total needed allocation in FY 2004-05 is \$61 million.

There are two ITIP projects that are impacted – the most significant being the US 101 Operational Imps. in Petaluma for \$4 million, the other is the Capital Corridor Bahia viaduct upgrade in Solano County.

County	Agency	Project Title	Phase	Fund Type	Funding	Comments
<b>MTC Region – Impacted FY 2004-05 STIP Projects</b>						
Solano	Cap Cor JPA	Bahia Viaduct Upgrade	P.E.	ITIP	\$190,000	CCJPA considering doing another project
Sonoma	Caltrans	US 101 Petaluma Operational Imps	Const.	ITIP	\$4,000,000	Caltrans can deliver this project this FY
Sonoma	Caltrans	US 101 Steele Lane I/C	Const.	RTIP	\$13,348,000	The only NON-TE RTIP funds in FY 2004-05.
Sonoma	Caltrans	US 101 Widening – SR 12 to Steele Lane	Const.	RTIP ITIP	\$35,470,000 \$12,000,000	Advance Allocation from FY 2005-06
<b>Total:</b>					<b>\$65,018,000</b>	<b>0</b>

**Non-Impacted STIP Projects**

Although \$17.5 million (or \$65 million including the hoped-for advance allocation from FY 2005-06) is impacted by the CTC's postponement of allocations in FY 2004-05, the region is proceeding with over \$29 million in funding for FY 2004-05 that are not subject to postponement. Various projects are moving ahead within the categories listed below:

- GARVEEs (Number One Priority for Payback - by Statute)
- AB 3090 Reimbursements (Number Two Priority - Using Local Funds with STIP Payback in a later year)
- Caltrans Support (Not allocated by CTC – Contained within the Caltrans Budget)
- Caltrans Right of Way (Lump-Sum R/W Allocation already approved by CTC for FY 2004-05)
- TE (Enhancement) Funds (State has federal obligation deadlines on these funds of 4 years after apportionment as is moving forward within the separate TE apportionment)

Twenty-four STIP projects totaling \$29.1 million in funding in FY 2004-05 are moving ahead. Due to the use of GARVEEs and AB 3090 funding mechanisms, this equates to \$142.8 million in project funding that is proceeding now through AB 3090 authorization or through GARVEE bonding. An additional 10 projects totaling \$43.4 million are moving ahead with the regional STP/CMAQ backfill. See attached Table for complete list of STIP projects moving forward in FY 2004-05.

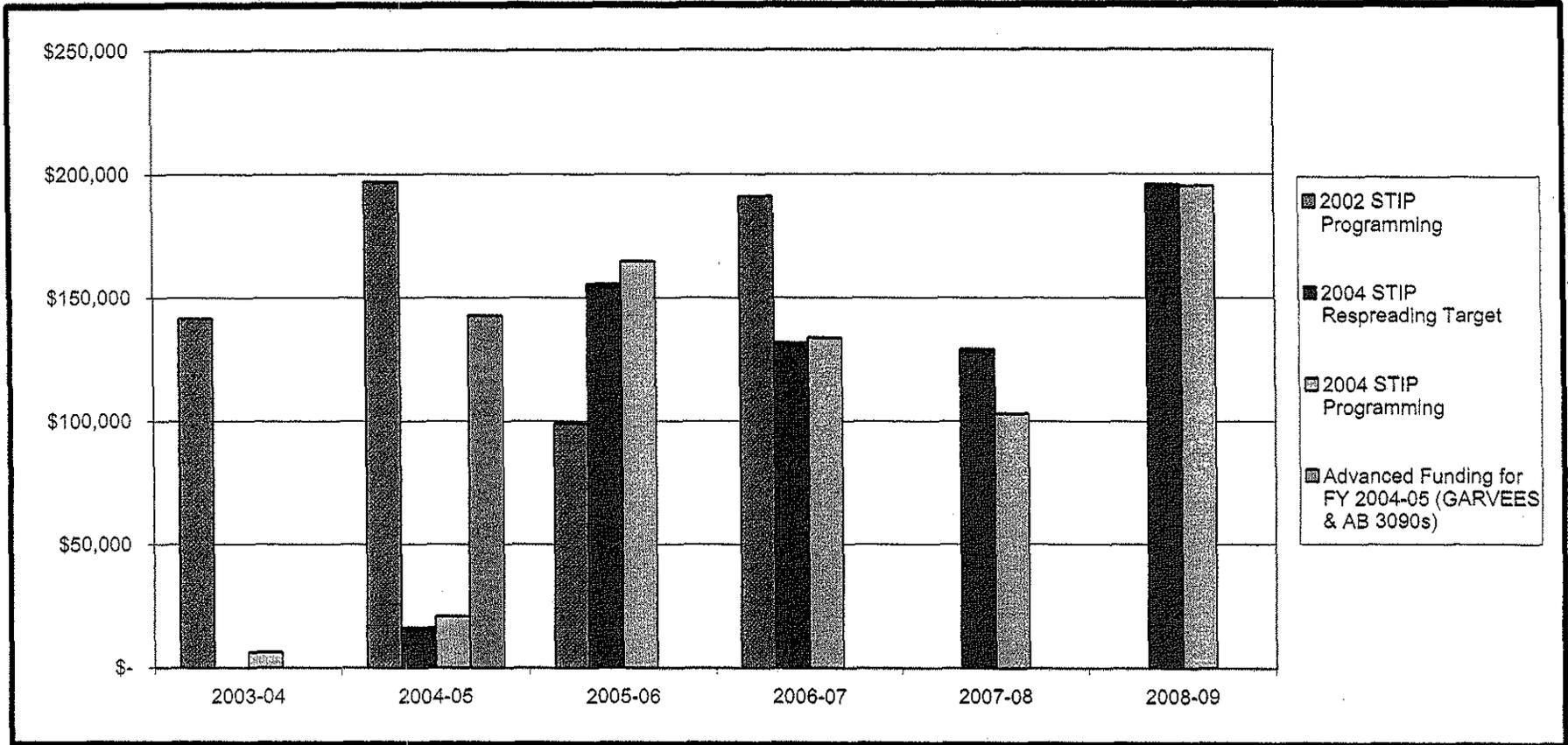
**Attachments:**

**Chart Depicting 2002/2004 STIP Funding Comparison** – this shows the funding that the MTC region was scheduled to receive in the 2002 STIP, what our target was for the 2004 STIP, and what the CTC finally adopted in the 2004 STIP. It also depicts a significant amount of funding (\$140 million) that the region has been able to advance in the STIP through the use of GARVEEs (advancing federal dollars) and AB-3090s (using local money to be paid back by the STIP later)

**Transportation Funding Loss Table** – this shows the STIP, SHOPP, TCRP, and Proposition 42 funds that would have come to the region if the economy had not declined, and if the State Highway Account had not been used to backfill the TCRP due to the TCRP and Prop 42 funds being deferred in favor of bolstering the General Fund. Note these were programmed amounts that were assumed to be available, but allocations never occurred. The grand total of funds diverted from the region's transportation program to bail out the state's General Fund budget is \$1.3 billion over the past four years.

**Table Listing 2004-05 STIP projects moving forward** – this table lists the projects moving forward in FY 2004-05 due to various allowances and funding strategies as mentioned above. In all, \$186 million is able to proceed in FY 2004-05 due to regional efforts to keep as many projects on schedule as possible.

**2004 RTIP**  
**METROPOLITAN TRANSPORTATION COMMISSION**  
**2004 Regional Transportation Improvement Program (RTIP)**  
**Programming and Respreading Targets**  
**September 8, 2004**



**METROPOLITAN TRANSPORTATION COMMISSION**  
**TRANSPORTATION FUNDS LOST BY COUNTY**  
**FY 2000-01 through FY 2004-05**  
(\$ Millions)

County	STIP	SHOPP	TCRP	Prop. 42		Total
				Local Roads	Prop. 42 STA	
Alameda	\$ 109	\$ 76	\$ 45	\$ 12	\$ 9	\$ 252
Contra Costa	\$ 71	\$ 26	\$ 15	\$ 8	\$ 9	\$ 128
Marin	\$ 21	\$ 3	\$ 6	\$ 2	\$ 2	\$ 33
Napa	\$ 13	\$ 7	\$ 1	\$ 1	\$ -	\$ 23
San Francisco	\$ 56	\$ 23	\$ 6	\$ 7	\$ 5	\$ 97
San Mateo	\$ 57	\$ 25	\$ 7	\$ 7	\$ 3	\$ 98
Santa Clara	\$ 128	\$ 29	\$ 325	\$ 15	\$ 7	\$ 505
Solano	\$ 33	\$ 40	\$ -	\$ 4	\$ 1	\$ 78
Sonoma	\$ 41	\$ 21	\$ 24	\$ 4	\$ 1	\$ 90
<b>Total</b>	<b>\$ 529</b>	<b>\$ 250</b>	<b>\$ 429</b>	<b>\$ 60</b>	<b>\$ 37</b>	<b>\$ 1,304</b>

Notes:

Numbers may not add due to rounding

Estimates of county losses based in program-wide distributions

SHOPP loss estimates based on distribution in 2004 SHOPP, excluding ER and seismic retrofit

TCRP loss estimate based on distribution of unallocated portion of amounts authorized

## Attachment - MTC Region – Non-Impacted FY 2004-05 STIP Projects Moving Ahead

County	Agency	Project Title	Category	Phase	Fund Type	FY 2004-05 Funding	2004 STIP Funding Moving Ahead
<b>MTC Region – Non-Impacted FY 2004-05 STIP Projects Moving Ahead</b>							
Alameda	Caltrans	I-880 HOV Lanes, Warren I/C - AB 3090 Payback	AB 3090	Const.	RTIP	\$11,800,000	\$11,800,000
Alameda	Caltrans	I-880 HOV Lanes, Warren I/C - AB 3090 Reimbursement	AB 3090	Const.	RTIP	AB 3090	\$25,037,000
Contra Costa	Caltrans	I-680 - Bollinger Canyon & Sycamore Valley Auxiliary Lanes	CT Support	P.E.	RTIP	\$50,000	\$50,000
Contra Costa	County of Contra Costa	Stone Valley Road Sidewalks to Iron Horse Trail - PS&E Phase	TE	P.E.	RTIP	\$10,000	\$10,000
Contra Costa	County of Contra Costa	Bicycle Friendly Storm Drain Grates - PS&E Phase	TE	P.E.	RTIP	\$2,000	\$2,000
Contra Costa	County of Contra Costa	Stone Valley Road Sidewalks to Iron Horse Trail - CON Phase	TE	Const.	RTIP	\$21,000	\$21,000
Contra Costa	County of Contra Costa	Bicycle Friendly Storm Drain Grates - CON Phase	TE	Const.	RTIP	\$30,000	\$30,000
Contra Costa	County of Contra Costa	Reliez Valley Road Pedestrian Path	TE	Const.	RTIP	\$342,000	\$342,000
Contra Costa	San Pablo	San Pablo Dam Road Pedestrian Path	TE	Const.	RTIP	\$115,000	\$115,000
Contra Costa	San Ramon	San Ramon Old Ranch Road Trail	TE	Const.	RTIP	\$62,000	\$62,000
Contra Costa	Richmond	Richmond Greenway and Bikeway	TE	Const.	RTIP	\$423,000	\$423,000
Marin	Caltrans	SR 1 Marin Giacomini Gulch Wildlife Crossing	TE	P.E. & R/W	ITIP	\$150,000	\$150,000
Marin	Caltrans	U.S. 101 Marin Golden Gate Botanical Management Area	TE	P.E. & R/W	ITIP	\$90,000	\$90,000
San Francisco	SF Muni	SF Muni - 3rd Street LRT Extension - AB 3090 Reimbursement	AB 3090	Const.	RTIP	AB 3090	\$22,570,000
San Francisco	Caltrans	SR 1 S.F. Presido Mountain Lake Water Quality Enhancements	TE	P.E. & R/W	ITIP	\$75,000	\$75,000
San Mateo	City of San Mateo	Third/Fourth St Pedestrian & Streetscape Improvement	TE	Const.	RTIP	\$410,000	\$410,000
Santa Clara	Caltrans	SR 152 Passing and Truck Climbing Lanes	CT R/W	R/W	ITIP	\$400,000	\$400,000
Santa Clara	Caltrans	SR 152 Santa Clara Bodfish Creek Water Quality Enhancements	TE	P.E. & R/W	ITIP	\$105,000	\$105,000
Santa Clara	Caltrans	SR 87 - HOV Lane North - Julian to I-280 (GARVEE)	GARVEE	Const.	RTIP	\$3,758,000	\$19,864,000
Santa Clara	VTA	SR 87 - HOV Lane South - I-280 to SR 85 (GARVEE)	GARVEE	Const.	RTIP	\$4,329,000	\$22,856,000
Santa Clara	VTA	I-880 - Coleman Avenue I/C Reconfiguration (GARVEE)	GARVEE	Const.	RTIP	\$6,931,000	\$36,609,000
Santa Clara	Santa Clara VTA	PPM - Santa Clara VTA - AB 3090 Reimbursement	AB 3090	PPM	RTIP	AB 3090	\$861,000
Sonoma	Sonoma Co. TA	PPM - Sonoma Co TA - AB 3090 Reimbursement	AB 3090	PPM	RTIP	AB 3090	\$227,000
Various	MTC	PPM - MTC - AB 3090 Reimbursement	AB 3090	PPM	RTIP	AB 3090	\$694,000
<b>Total:</b>						<b>\$29,103,000</b>	<b>\$142,803,000</b>

**Attachment - MTC Region – Original STIP Projects Moving Ahead in FY 2004-05 thru STP/CMAQ Backfill**

County	Agency	Project Title	Category	Phase	FY 2004-05 Amount
<b>MTC Region – Original STIP Projects Moving Ahead in FY 2004-05 thru STP/CMAQ Backfill</b>					
Alameda	County of Alameda	Vasco Road Safety Improvements – Phase I	STP/CMAQ Backfill	Const.	\$3,900,000
Alameda	AC Transit	Engine Transmission Rehabilitation	STP/CMAQ Backfill	Const.	\$628,000
Alameda	AC Transit	Bus Component Rehabilitation	STP/CMAQ Backfill	Const.	\$4,000,000
San Francisco	SF Muni	1401 Bryant Overhead Lines Building Seismic Rehabilitation	STP/CMAQ Backfill	Const.	\$9,200,000
San Francisco	BART	Downtown Stations Seismic Analysis	STP/CMAQ Backfill	Env.	\$442,000
San Francisco	BART	SF Stations Platform Edge Tile Replacement	STP/CMAQ Backfill	Const.	\$2,000,000
San Mateo	Caltrans	SR 92 – Shoulder Widening and Curve Correction – Pilarcitos Creek	STP/CMAQ Backfill	Const.	\$2,619,000
Santa Clara	Caltrans	SR 152/SR 156 – Improvements	STP/CMAQ Backfill	Const.	\$11,700,000
Solano	Solano TA	Jepson Parkway – between SR 12 and I-80 on Walters, Vanden and Leisure Town Roads – Phase II	STP/CMAQ Backfill	Const.	\$4,650,000
Sonoma	Caltrans	US 101 – HOV Lanes – SR12 to Steele Lane	STP/CMAQ Backfill	Const.	\$4,225,000
<b>Total:</b>					<b>\$43,364,000</b>

<b>Grand Total:</b>	<b>FY 2004-05:</b>	<b>\$72,467,000</b>
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<b>Grand Total:</b>	<b>2004 STIP Projects Moving Forward:</b>	<b>\$186,167,000</b>
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1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94459 ♦ Phone 707.254.8400 ♦ Fax 707.598.0533

September 29, 2004

Memorandum

To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Federal Update – Transportation Reauthorization & Appropriations

**1. Transportation Reauthorization (T3).**

- The current TEA-21 extension expires on Thursday, September 30. Passage of a six-year reauthorization bill this year is highly unlikely.
- This afternoon (September 29) Congress is preparing a bill providing an eight-month TEA-21 extension (June 2005) at current funding levels for DOT programs.
- Passage of an eight month TEA-21 extension is likely to occur on or before Thursday, September 30.
- A contentious issue this week is whether the TEA-21 extension bill will include Member project earmarks (such as 80/680/12 and Jepson). As of this writing the bill will go forward without any Member projects.

**2. Transportation Appropriations (Fiscal Year 2005).**

- Fiscal Year 2005 begins on October 1 (this Friday). Only one of the 13 annual appropriations bills (Defense) has been enacted.
- Of the remaining regular appropriations legislation, only the Homeland Security Appropriations bill is likely to be passed by Congress prior to the October 8 target adjournment date.<sup>1</sup>
- Congress is likely to pass a continuing resolution (CR) either today or tomorrow (H.J.Res. 107). The CR will cover the remaining 11 appropriations bills – including Transportation (H.R. 5025; S. 2806) – and will provide “current rate” funding through November 20, 2004.
- Congress is likely to return for a “lame duck” session in mid-November to attempt to pass as many FY 2005 appropriations bills as possible, probably in the form of an omnibus bill. It is possible that several bills will not be passed this Congress and will be left for the next Congress which meets in January 2005.<sup>2</sup>

<sup>1</sup> Congress may also pass emergency appropriations legislation providing hurricane relief funding.

<sup>2</sup> Technically Congress must introduce new bills in the next Congress, but as a practical matter the “new” legislation is likely to be quite similar to current bills. During the last session Congress did not pass many FY 2004 appropriations bills – including Transportation Appropriations – until well into the second quarter of the fiscal year (February 2004). Delay until January 2005 may be more likely if Democrats win control of the House or the Senate on November 2.



DATE: October 1, 2004  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: Federal "First Cycle" STP/CMAQ/TE Obligation Status

**Background:**

The Bay Area receives federal transportation revenues through the Transportation Authorization Acts, typically six-year funding bills that identify how much federal transportation funding will be available to each state. Funds are provided to the Metropolitan Planning Organizations (MPO's) for projects and programs within their region. The three primary federal funding programs are the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Transportation Enhancement Program (TE).

The Metropolitan Transportation Commission (MTC), as the MPO for the Bay Area, has historically separated the funding into "cycles" for each of the Transportation Authorization Acts (ISTEA and TEA-21). The federal funds are used to fund both regional and county projects and programs.

Although the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) expired on September 30, 2003 and Congress has failed to pass a TEA-21 reauthorization bill, the state and MTC continue to receive federal revenues through extensions of TEA-21 and annual appropriations; therefore, MTC provides federal funds to regional and local county projects and programs as if the "First Cycle" of the TEA-21 reauthorization was enacted.

**Discussion:**

Attachment A lists all STP/CMAQ/TE projects in the Bay Area and the obligation status for each project. All projects for Solano County agencies are marked with a "•" for easy identification. Projects identified with "Oblig" have received their federal authorizations.

For projects not obligated and for future STP/CMAQ/TE projects, project sponsors must secure federal authorization before proceeding with the project. Reimbursements will not be made for costs incurred prior to federal authorization. Attachment B is MTC's Regional Project Delivery Policy for federally funded projects and lists specific timelines that must be met in order to receive federal authorization to obligate federal funds.

**Recommendation:**

Informational.

Attachment

- A. Projects with Federal STP/CMAQ/TEA Funds (August 1, 2004)
- B. MTC's Regional Project Delivery Policy

**METROPOLITAN TRANSPORTATION COMMISSION**  
**FY 2003-04 Obligation Status**  
**Projects with Federal STP/CMAQ/TE Funds**  
**August 1, 2004**

Category	County	Agency	Federal Project ID	TIP ID	Project Title	Programmed	Fund	Obligation Balance	Obligation Amount	Obligation Date	Balance	Running Total
<b>1) Scheduled for Delivery in FY 2003-04</b>												
1-TEA	FY 04	Marin	City of San Rafael	CML-5043(018)	MRN030002	TLC - San Rafael Medway/Canal Enhancements - (CON)	\$820,000	TEA	\$820,000		\$820,000	\$820,000
2-TEA	FY 04	Alameda	City of San Leandro	CML-5041(023)	ALA030006	TLC - San Leandro W. Estudillo St. Streetscape - (CON)	\$854,811	TEA	\$854,811		\$854,811	\$1,674,811
3-TEA	FY 04	Alameda	City of Oakland	CML-5012(088)	ALA030007	TLC - Oakland Coliseum Transit Hub Streetscape (TE)	\$900,000	TEA	\$900,000		\$900,000	\$2,574,811
4-TEA	FY 04	Solano	City of Suisun City	CML-5032(016)	SOL030004	TLC - Suisun City Driftwood Drive Ped Way - (CON)	\$310,162	TEA	\$310,162		\$310,162	\$2,884,973
5-TEA	FY 04	San Mateo	City of East Palo Alto		SM-030005	TLC - East Palo Alto Bay Rd Streetscape (TEA Portion)	\$700,000	TEA	\$700,000		\$700,000	\$3,584,973
6-TEA	FY 03	Contra Costa	City of Richmond	STPLER-5137(028)	CC-010019	TLC - Richmond Greenway and Bikeway (TEA Portion)	\$1,160,223	TEA	\$1,160,223		\$1,160,223	\$4,745,196
1-STP	FY 03	Contra Costa	City of Richmond	STPLER-5137(028)	CC-010019	TLC - Richmond Greenway and Bikeway (STP Portion)	\$739,777	STP	\$739,777		\$739,777	\$5,484,973
2-STP	FY 04	San Mateo	City of East Palo Alto		SM-010042	HIP - East Palo Alto Bay Rd Streetscape (STP Portion)	\$223,500	STP	\$223,500		\$223,500	\$5,708,473
3-STP	FY 04	Sonoma	City of Petaluma		SON010016	HIP - Petaluma Grey St. & E. Washington; Streetscape	\$266,000	STP	\$266,000		\$266,000	\$5,974,473
4-STP	FY 04	Alameda	ACCMA		ALA990088	Alameda I-880 SMART Corridor	\$284,000	STP	\$284,000		\$284,000	\$6,258,473
5-STP	FY 04	Alameda	City of Berkeley	STPL-5057(026)	ALA010027	HIP - Berkeley Santa Fe RR Bike/Ped Path (CON)	\$823,000	STP	\$823,000		\$823,000	\$7,081,473
6-STP	FY 04	San Mateo	City of San Bruno	5226	SM-010043	HIP - San Bruno El Camino Real Pedestrian Imps	\$936,500	STP	\$936,500		\$936,500	\$8,017,973
1-CMAQ	FY 04	Solano	City of Vallejo	5030	SOL030017	Express Bus - Bay Link Express and BART Link Rte 70	\$242,000	CMAQ	\$242,000		\$242,000	\$8,259,973
2-CMAQ	FY 04	Santa Clara	City of San Jose	5005	SCL9910007	Stevens Creek/Winchester Blvd ITS	\$1,000,000	CMAQ	\$1,000,000		\$1,000,000	\$9,259,973
<b>TOTAL 1) Scheduled for Delivery in FY 2003-04</b>												<b>\$9,259,973</b>
<b>2) Pending Advanced FY 2004-05 Projects - to be Obligated after August 1, 2004</b>												
3-CMAQ	FY 05	Region-Wide	BAAQMD	CML-6297(003)	MTC990015	Spare the Air - FY 04-05	\$1,000,000	CMAQ	\$1,000,000		\$1,000,000	\$10,259,973
4-CMAQ	FY 05	Region-Wide	MTC	CML-6084(082)	MTC030003	Freeway Operations / TOS - FY 04-05	\$3,600,000	CMAQ	\$3,600,000		\$3,600,000	\$13,859,973
5-CMAQ	FY 05	Region-Wide	MTC		MTC990018	TETAP - Arterial Timing - FY 04-05 (CMAQ Portion)	\$1,200,000	CMAQ	\$1,200,000		\$1,200,000	\$15,059,973
6-CMAQ	FY 05	Region-Wide	MTC		MTC990013	Regional Transit Marketing - FY 04-05	\$600,000	CMAQ	\$600,000		\$600,000	\$15,659,973
7-STP	FY 05	Sonoma	Caltrans		SON990001	US 101 - HOV Lanes - SR 12 to Steele Lane	\$4,225,000	STP	\$4,225,000		\$4,225,000	\$19,884,973
8-STP	FY 05	Region-Wide	MTC	CML-6084(f)	MTC990002	TransLink@ FY 04-05 (STP portion)	\$4,000,000	STP	\$4,000,000		\$4,000,000	\$23,884,973
9-STP	FY 05	Region-Wide	MTC		MTC990018	Traffic Eng Tech Asst Prog (TETAP) - FY 04-05 (STP)	\$250,000	STP	\$250,000		\$250,000	\$24,134,973
10-STP	FY 05	Region-Wide	MTC		MTC990014	Regional Transit Info - FY 04-05	\$800,000	STP	\$800,000		\$800,000	\$24,934,973
11-STP	FY 05	Region-Wide	MTC		MTC990006	511 - TravInfo@ - FY 04-05	\$5,300,000	STP	\$5,300,000		\$5,300,000	\$30,234,973
12-STP	FY 05	Alameda	MTC/Alameda Co CMA		ALA979001	CMA Planning - Alameda CMA - FY 04-05	\$604,000	STP	\$604,000		\$604,000	\$30,838,973
13-STP	FY 05	Contra Costa	MTC/Contra Costa TA		CC-879042	CMA Planning - Contra Costa TA - FY 04-05	\$448,000	STP	\$448,000		\$448,000	\$31,286,973
14-STP	FY 05	Marin	MTC/Marin CMA		MRN970034	CMA Planning - Marin CMA - FY 04-05	\$390,000	STP	\$390,000		\$390,000	\$31,676,973
15-STP	FY 05	Napa	MTC/Napa TPA		NAP970004	CMA Planning - Napa TPA - FY 04-05	\$390,000	STP	\$390,000		\$390,000	\$32,066,973
16-STP	FY 05	San Francisco	MTC/San Francisco TA		SF-990015	CMA Planning - San Francisco CTA - FY 04-05	\$394,000	STP	\$394,000		\$394,000	\$32,460,973
17-STP	FY 05	San Mateo	MTC/San Mateo TA		SM-879033	CMA Planning - San Mateo TA - FY 04-05	\$390,000	STP	\$390,000		\$390,000	\$32,850,973
18-STP	FY 05	Santa Clara	MTC/Santa Clara VTA		SCL978008	CMA Planning - Santa Clara VTA - FY 04-05	\$679,000	STP	\$679,000		\$679,000	\$33,529,973
19-STP	FY 05	Solano	MTC/Solano TA		SOL970033	CMA Planning - Solano TA - FY 04-05	\$390,000	STP	\$390,000		\$390,000	\$33,919,973
20-STP	FY 05	Sonoma	MTC/Sonoma Co TA		SON970081	CMA Planning - Sonoma CTA - FY 04-05	\$390,000	STP	\$390,000		\$390,000	\$34,309,973
21-STP	FY 05	Region-Wide	MTC		MTC990017	Pavement Mgmt Tech Assist Prog (PTAP) FY 04-05	\$700,000	STP	\$700,000		\$700,000	\$35,009,973
22-STP	FY 05	Region-Wide	MTC		MTC991001	Performance Monitoring - FY 04-05	\$400,000	STP	\$400,000		\$400,000	\$35,409,973
23-STP	FY 05	Region-Wide	MTC		MTC030005	TLC/HIP Planning Grants - FY 04-05	\$442,000	STP	\$442,000		\$442,000	\$35,851,973
24-STP	FY 05	Alameda	AC Transit		ALA990020	AC Transit - Engine Transmission Rehabilitation	\$628,000	STP	\$628,000		\$628,000	\$36,479,973
25-STP	FY 05	Alameda	AC Transit		ALA030001	AC Transit - Bus Component Rehabilitation	\$4,000,000	STP	\$4,000,000		\$4,000,000	\$40,479,973
26-STP	FY 05	San Francisco	SF Muni		SF-010024	1401 Bryant Seismic Retrofit Rehab / Replace	\$9,200,000	STP	\$9,200,000		\$9,200,000	\$49,679,973
<b>TOTAL 2) Pending Advanced FY 2004-05 Projects - to be Obligated after August 1, 2004</b>												<b>\$40,420,000</b>
<b>3) Projects Waiting - Pending Final Actions</b>												
1	FY 04	Solano	City of Rio Vista	STPLER-5099(005)	SOL991091	Rio Vista Main St. Improvements (STP Portion)	\$37,345	STP	\$37,345		\$37,345	\$49,679,973
2	FY 02	Contra Costa	City of Oakley	STPL-5477(001)	CC-010012	O'Hara Avenue Overlay	\$217,000	STP	\$217,000		\$217,000	\$49,896,973
3	FY 02	Contra Costa	City of Oakley	STPL-5477(001)	CC-991053	East Cypress Road Overlay	\$213,735	STP	\$213,735		\$213,735	\$50,110,708
4	FY 04	San Mateo	City of Daly City	5196	SM-010041	HIP - Daly City Lake Merced Blvd Bicycle Path	\$394,000	STP	\$394,000		\$394,000	\$50,504,708
5	FY 04	Contra Costa	City of Richmond	5137	CC-010021	HIP - Richmond Transit Village Transit/Ped Imp. (ENV)	\$145,000	STP	\$145,000		\$145,000	\$50,649,708
6	FY 04	Contra Costa	City of Richmond	5137	CC-010021	HIP - Richmond Transit Village Transit/Ped Imp. (CON)	\$720,500	STP	\$720,500		\$720,500	\$51,370,208
<b>TOTAL 3) Projects Waiting - Pending Final Actions</b>												<b>\$1,727,580</b>

141

ATTACHMENT A

**METROPOLITAN TRANSPORTATION COMMISSION**  
**FY 2003-04 Obligation Status**  
**Projects with Federal STP/CMAQ/TE Funds**  
**August 1, 2004**

	Category	County	Agency	Federal Project ID	TIP ID	Project Title	Programmed	Fund	Obligation Balance	Obligation Amount	Obligation Date	Balance	Running Total
	4) Scheduled for Delivery in FY 2004-05 - To be obligated after October 1, 2004												
1	FY 05	Region-Wide	BAAQMD	CML-6297(003)	MTC990015	Spare the Air - FY 04-05	\$1,000,000	CMAQ	\$1,000,000			\$1,000,000	\$52,370,208
2	FY 04	Solano	City of Dixon	5056	SOL030001	Dixon Intermodal Facility	\$875,000	CMAQ	\$875,000			\$875,000	\$53,245,208
3	FY 04	Solano	City of Rio Vista	STPLER-5099(005)	SOL991091	Rio Vista Main St. Improvements (CMAQ portion)	\$100,000	CMAQ	\$100,000			\$100,000	\$53,345,208
4	FY 05	Alameda / Contra Costa	AC Transit		CC-030020	I-80 Richmond TransBay Route - FY 04-05	\$108,000	CMAQ	\$108,000			\$108,000	\$52,478,208
5	FY 05	Contra Costa	CCCTA		CC-030021	I-680 Martinez to Walnut Creek - FY 04-05	\$208,000	CMAQ	\$208,000			\$208,000	\$52,686,208
6	FY 05	Solano	Fairfield/Sulsun		SOL030016	Vacaville to Walnut Creek BART - FY 04-05	\$122,000	CMAQ	\$122,000			\$122,000	\$52,808,208
7	FY 05	Marin	GGT		MRN030008	Route 101 Corridor - FY 04-05	\$329,000	CMAQ	\$329,000			\$329,000	\$53,137,208
8	FY 05	Alameda	LAVTA		ALA030017	Route 70 and Subscription Routes - FY 04-05	\$89,000	CMAQ	\$89,000			\$89,000	\$53,226,208
9	FY 05	San Mateo	SamTrans		SM-030019	El Camino Real Corridor - FY 04-05	\$306,000	CMAQ	\$306,000			\$306,000	\$53,532,208
10	FY 05	Contra Costa	Tri Delta		CC-030022	Route 300 - FY 04-05	\$526,000	CMAQ	\$526,000			\$526,000	\$54,058,208
11	FY 05	Solano	Vallejo		SOL030017	Bay Link /BART Express Rte 70 - FY 04-05	\$204,000	CMAQ	\$204,000			\$204,000	\$54,262,208
12	FY 05	Contra Costa	WestCat		CC-030023	Hwy 4 del Norte BART to Martinez - FY 04-05	\$256,000	CMAQ	\$256,000			\$256,000	\$54,518,208
13	FY 05	Contra Costa	CCCTA		CC-030018	Acquire 89 Bus Catalyst Devices - FY 04-05	\$721,000	CMAQ	\$721,000			\$721,000	\$55,239,208
14	FY 05	Solano	Fairfield		SOL030018	Acquire 24 Bus Catalyst Devices - FY 04-05	\$195,000	CMAQ	\$195,000			\$195,000	\$55,434,208
15	FY 05	Alameda	LAVTA		ALA030015	Acquire 7 Bus Catalyst Devices - FY 04-05	\$57,000	CMAQ	\$57,000			\$57,000	\$55,491,208
16	FY 05	Sonoma	Santa Rosa City Bus		SON030008	Acquire 19 Bus Catalyst Devices - FY 04-05	\$154,000	CMAQ	\$154,000			\$154,000	\$55,645,208
17	FY 05	Contra Costa	Tri Delta		CC-030017	Acquire 46 Bus Catalyst Devices - FY 04-05	\$373,000	CMAQ	\$373,000			\$373,000	\$56,018,208
18	FY 05	Solano	Vallejo		SOL010033	Acquire 27 Bus Catalyst Devices - FY 04-05	\$219,000	CMAQ	\$219,000			\$219,000	\$56,237,208
19	FY 05	Santa Clara	Santa Clara VTA		SCL030021	Acquire 129 Bus Catalyst Devices - FY 04-05	\$1,057,000	CMAQ	\$1,057,000			\$1,057,000	\$57,294,208
19	FY 05	Region-Wide	MTC	CML-6084()	MTC990002	TransLink@ FY 04-05 (CMAQ portion)	\$19,800,000	CMAQ	\$19,800,000			\$19,800,000	\$77,094,208
20	FY 05	Region-Wide	MTC		MTC990003	Regional Rideshare - FY 04-05	\$2,800,000	CMAQ	\$2,800,000			\$2,800,000	\$79,894,208
20	FY 05	Region-Wide	Various		TBD	Air Quality Management Strategy Reserve	\$17,183,000	CMAQ	\$17,183,000			\$17,183,000	\$97,077,208
20	FY 05	San Francisco	BART		SF-010029	BART - Downtown Stations Seismic Analysis (ENV Only)	\$442,000	STP	\$442,000			\$442,000	\$97,499,208
21	FY 05	San Francisco	BART		SF-010033	BART - SF Stations Edge Tiles Replacement	\$2,000,000	STP	\$2,000,000			\$2,000,000	\$99,499,208
22	FY 05	San Mateo	San Mateo CCAG	Various	TBD	San Mateo Transit Oriented Development - Reserve	\$2,619,000	STP	\$2,619,000			\$2,619,000	\$102,118,208
<b>TOTAL</b>	4) Scheduled for Delivery in FY 2004-05											\$51,723,000	\$102,118,208
	5) Scheduled for Delivery in FY 2005-06												
1	FY 06	Alameda / Contra Costa	AC Transit		ALA010063	Acquire 727 Bus Catalyst Devices	\$2,471,000	CMAQ	\$2,471,000			\$2,471,000	\$104,589,208
2	FY 06	Marin	GGBHTD		MRN010032	Acquire 132 Bus Catalyst Devices	\$405,000	CMAQ	\$405,000			\$405,000	\$104,994,208
3	FY 06	Marin	Caltrans		MRN990001	US 101 Marin HOV Lane Gap Closure	\$10,000,000	CMAQ	\$10,000,000			\$10,000,000	\$114,994,208
4	FY 06	Alameda	Caltrans		ALA991084	Sundl Grade - I-680 HOV Lane (Fund Swap)	\$780,000	CMAQ	\$780,000			\$780,000	\$115,774,208
5	FY 06	Santa Clara	Caltrans		SCL010040	SR 152/156 Improvements	\$11,700,000	STP	\$11,700,000			\$11,700,000	\$127,474,208
6	FY 06	Alameda	County of Alameda		ALA010046	Vasco Road Safety Imps. - Phase 1	\$3,900,000	STP	\$3,900,000			\$3,900,000	\$131,374,208
7	FY 06	Napa	Caltrans		NAP010008	SR 12 - Jamieson Canyon Widening	\$2,500,000	STP	\$2,500,000			\$2,500,000	\$133,874,208
<b>TOTAL</b>	5) Scheduled for Delivery in FY 2005-06											\$31,756,000	\$133,874,208

142

**METROPOLITAN TRANSPORTATION COMMISSION**  
**FY 2003-04 Obligation Status**  
**Projects with Federal STP/CMAQ/TE Funds**  
**August 1, 2004**

Category	County	Agency	Federal Project ID	TIP ID	Project Title	Programmed	Fund	Obligation Balance	Obligation Amount	Obligation Date	Balance	Running Total
6) Projects Obligated in FFY 2002-03 with OA advanced from FFY 2003-04								\$1,167,000	\$4,784,077			
1	Oblig	Contra Costa	City of Antioch	STPLE-5038(012)	CC-991111	Mokelumne Trail Modification	\$168,000	TEA	\$132,588	\$132,588	08/26/03	\$132,588
2	Oblig	Contra Costa	City of Concord	CML-5135(020)	CC-990047	Iron Horse Trail Gap Closure	\$227,000	TEA	\$227,000	\$227,000	07/28/03	\$359,588
3	Oblig	Contra Costa	City of Lafayette	RSTPL-5404(013)	CC-991089	Relief Valley Rd Walkway - Reg. Trail Gap closure	\$420,000	CMAQ	\$420,000	\$429,176	08/08/03	\$788,784
4	Oblig	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project	\$294,412	TEA	\$294,412	\$294,000	06/17/03	\$1,082,784
6	Oblig	Marin	City of Sausalito	CML-5098(004)	MRN991027	Bridgeway North-South Bikeway Phase I	\$196,000	CMAQ	\$170,327	\$170,327	08/08/03	\$1,253,091
6	Oblig	Region-Wide	BAAQMD	CML-6297(001)	MTC990015	Spare the Air Program FY 00-01, FY 01-02, FY 02-03	\$3,000,000	CMAQ	\$3,000,000	\$3,000,000	01/28/03	\$4,253,091
7	Oblig	Region-Wide	MTC	STPL-6084(059)	MTC990017	Pavement Management Technical Assistance (PTAP) FY 01-02	\$500,000	STP	\$500,000	\$500,000	07/10/03	\$4,753,091
8	Oblig	San Mateo	San Mateo County	STPLER-5935(026)	SM-991108	Mirada Road Bicycle/Pedestrian Bridge	\$147,750	TEA	\$147,750	\$148,000	02/04/03	-\$250
9	Oblig	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL030004	Caltrain/Homer St. Bike/Ped Undercrossing	\$464,000	CMAQ	\$464,000	\$464,000	08/08/03	\$5,365,091
10	Oblig	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing	\$502,000	STP	\$502,000	\$500,000	08/08/03	\$2,000
11	Oblig	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing	\$2,035,000	CMAQ	\$1,751,990	\$1,751,990	08/08/03	\$7,617,081
12	Oblig	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing			\$2,000		08/08/03	-\$2,000
13	Oblig	Santa Clara	City of Santa Clara	STPLE-5019(013)	SCL010017	Riverwood Grove Pedestrian Way	\$230,000	TEA	\$230,000	\$230,000	02/04/03	\$7,849,081
14	Oblig	Solano	City of Suisun City	STPLER-5032(014)	SOL010009	Jepson Parkway Bikeway & Transit Connection Proj.	\$575,000	TEA	\$575,000	\$575,000	09/07/03	\$8,424,081
15	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991090	Oakwood St. overlay; Teakwood to Springs Road (PS&E)	\$95,000	STP	\$95,000	\$95,000	03/28/03	\$8,519,081
16	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991050	Santa Clara St. overlay; Carolina St. to Maine St. (PS&E)	\$118,000	STP	\$118,000	\$118,000	03/28/03	\$8,637,081
17	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991047	Broadway Overlay; Highway 37 to Mini Drive (PS&E)	\$339,000	STP	\$339,000	\$339,000	03/28/03	\$8,976,081
18	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991049	Solano Av. Overlay; Georgia to Mariposa (PS&E)	\$368,000	STP	\$368,000	\$368,000	03/28/03	\$9,344,081
19	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL010016	Tennessee Street Overlay; Monterey to Holiday (PS&E)	\$243,000	STP	\$243,000	\$243,000	03/28/03	\$9,587,081
20	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991048	Rollingwood Dr. Overlay (PS&E)	\$198,000	STP	\$4,000	\$4,000	03/28/03	\$9,591,081
21	Oblig	Sonoma	City of Santa Rosa	FTACML-5028(024)	SON990040	Santa Rosa Creek Multi-Use path	\$201,000	TEA	\$201,000	\$201,000	02/28/03	\$9,792,081
22	Oblig	Sonoma	City of Sebastopol	STPLER-5123(008)	SON010015	Street Smart Sebastopol	\$500,000	TEA	\$415,000	\$415,000	07/01/03	\$10,207,081
23	Oblig	Alameda	MTC/Alameda Co CMA	STPL-6084(083)	ALA979001	CMA Planning Funds - Alameda CMA - FY 03-04	\$1,347,000	STP	\$1,347,000	\$1,347,000	09/03/03	\$11,854,081
24	Oblig	Contra Costa	MTC/Contra Costa TA	STPL-6084(083)	CC-979042	CMA Planning Funds - Contra Costa TA - FY 03-04	\$444,000	STP	\$444,000	\$444,000	09/03/03	\$11,898,081
25	Oblig	Marin	MTC/Marin CMA	STPL-6084(083)	MRN970034	CMA Planning Funds - Marin CMA - FY 03-04	\$390,000	STP	\$390,000	\$390,000	09/03/03	\$12,388,081
26	Oblig	Napa	MTC/Napa TPA	STPL-6084(083)	NAP970004	CMA Planning Funds - Napa TPA - FY 03-04	\$390,000	STP	\$390,000	\$390,000	09/03/03	\$12,778,081
27	Oblig	Region-Wide	MTC	CML-6084(077)	MTC990003	Regional Rideshare - FY 03-04 (Partial)	\$4,200,497	CMAQ	\$4,200,497	\$4,200,497	08/08/03	\$16,978,578
28	Oblig	San Francisco	MTC/San Francisco TA	STPL-6084(083)	SF-990015	CMA Planning Funds - San Francisco TA - FY 03-04	\$391,000	STP	\$391,000	\$391,000	09/03/03	\$17,369,578
29	Oblig	San Mateo	MTC/San Mateo TA	STPL-6084(083)	SM-978033	CMA Planning Funds - San Mateo TA - FY 03-04	\$690,000	STP	\$690,000	\$690,000	09/03/03	\$18,059,578
30	Oblig	Santa Clara	MTC/Santa Clara VTA	STPL-6084(083)	SCL978008	CMA Planning Funds - Santa Clara VTA - FY 03-04	\$671,000	STP	\$671,000	\$671,000	09/03/03	\$18,730,578
31	Oblig	Solano	MTC/Solano TA	STPL-6084(083)	SOL970033	CMA Planning Funds - Solano TA - FY 03-04	\$390,000	STP	\$390,000	\$390,000	09/03/03	\$19,120,578
32	Oblig	Sonoma	MTC/Sonoma Co TA	STPL-6084(083)	SON970081	CMA Planning Funds - Sonoma CTA - FY 03-04	\$390,000	STP	\$390,000	\$390,000	09/03/03	\$19,510,578
<b>TOTAL</b> 6) Projects Obligated in FFY 2002-03 with OA advanced from FFY 2003-04						\$12,612,162		\$19,501,564	\$19,510,578		-\$9,014	\$19,510,578

143

**METROPOLITAN TRANSPORTATION COMMISSION**  
**FY 2003-04 Obligation Status**  
**Projects with Federal STP/CMAQ/TE Funds**  
**August 1, 2004**

	Category	County	Agency	Federal Project ID	TIP ID	Project Title	Programmed	Fund	Obligation Balance	Obligation Amount	Obligation Date	Balace	Running Total
<b>7) Projects Obligated in FFY 2003-04</b>													
1	TRNSFR	Alameda	AC Transit	CA-90-Y249	ALA991058	Link-Bay Fair BART/Hillside Caltrain St - FY 02-03	\$451,000	CMAQ	\$451,000	\$451,000	12/22/03		\$451,000
2	TRNSFR	Alameda	AC Transit	CA-90-Y249	ALA010063	Acquire 727 Bus Catalyst Devices - FY 03-04	\$3,419,000	CMAQ	\$3,419,000	\$3,419,000	12/22/03		\$3,870,000
3	Oblig	Alameda	Alameda County	STPLER-5933(058)	ALA991074	Niles Railroad Corridor Rehabilitation - CON	\$560,000	STP	\$435,173	\$435,173	10/28/03		\$4,305,173
4	Oblig	Alameda	Alameda County	STPL-5933(061)	ALA991035	Pavement Rehab Lump Sum - Various Locations	\$1,995,000	STP	\$1,761,866	\$1,761,866	10/23/03		\$6,067,039
5	Oblig	Alameda	Caltrans/EBPD	STPLER-6075(014)	ALA990093	Bay Trail (Baumberg Track Trail seg)	\$250,000	STP	\$250,000	\$250,000	12/04/03		\$6,317,039
6	Oblig	Alameda	Caltrans/EBPD	STPLER-6075(015)	ALA990090	Bay Trail; Fremont-Newark Segment (TEA)	\$177,279	TEA	\$177,279	\$177,279	12/22/03		\$6,494,318
7	Oblig	Alameda	Caltrans/EBPD	STPLER-6075(015)	ALA990090	Bay Trail; Fremont-Newark Segment (STP)	\$350,721	STP	\$350,721	\$350,721	12/22/03		\$6,845,039
8	Oblig	Alameda	City of Alameda	CML-5014(023)	ALA030008	Park St. Streetscape & Transit Hub - (PE portion)	\$141,648	CMAQ	\$141,648	\$141,648	10/28/03		\$6,986,687
9	Oblig	Alameda	City of Alameda	STPLER-5014(019)	ALA010026	Webster Renaissance Project	\$881,219	TEA	\$734,508	\$734,289	10/22/03	\$219	\$7,720,976
10	Oblig	Alameda	City of Berkeley	STPLE-5057(023)	ALA990050	Berkeley Rail stop & Transit Plaza	\$641,000	TEA	\$641,000	\$641,000	06/23/04		\$8,361,976
11	Oblig	Alameda	City of Berkeley	STPL-5057(026)	ALA010027	HIP - Berkeley Santa Fe RR Bike/Ped Path (ENV)	\$177,000	STP	\$177,000	\$177,000	03/02/04	-\$60	\$8,539,036
12	Oblig	Alameda	City of Berkeley	STPL-5057(025)	ALA991027	Spruce Street Reconstruction - Arch St to Grizzly Peak	\$1,651,000	STP	\$1,597,882	\$1,597,882	12/22/03		\$10,138,918
13	Oblig	Alameda	City of Hayward	STPL-5050(027)	ALA991036	Arteal Pavement Rehab - Phase III TEA-21	\$1,533,100	STP	\$1,444,570	\$1,493,162	10/23/03	-\$48,592	\$11,630,080
14	Oblig	Alameda	City of Oakland	STPLER-5012(051)	ALA991080	HIP - Fruitvale International Blvd 34th Streetscape (TEA)	\$1,831,793	TEA	\$1,831,793	\$1,831,793	10/22/03		\$13,461,873
15	Oblig	Alameda	City of Oakland	STPL-5012(061)	ALA010021	City of Oakland Street Resurfacing	\$1,242,000	STP	\$1,242,000	\$1,242,000	10/23/03		\$14,703,873
16	Oblig	Alameda	City of Oakland	STPL-5012(062)	ALA990058	Citywide sidewalk repair project	\$2,000,000	STP	\$2,000,000	\$2,000,000	10/23/03		\$16,703,873
17	Oblig	Alameda	City of Oakland	STPLER-5012(066)	ALA010024	Laurel - MacArthur Blvd Streetscape	\$938,780	TEA	\$938,780	\$939,000	10/24/03	-\$220	\$17,642,873
18	Oblig	Alameda	City of Oakland	CML-5012(068)	ALA030007	Coliseum Transit Hub Streetscape Improvements (PE)	\$100,000	TEA	\$100,000	\$100,000	12/23/03		\$17,742,873
19	Oblig	Alameda	City of Oakland	STPLER-5012(058)	ALA991079	HIP - Oakland East Lake Streetscape/ Ped Imp.	\$191,000	STP	\$191,000	\$191,000	03/24/04		\$17,933,873
20	Oblig	Alameda	City of Oakland	STPLER-5012(051)	ALA991080	HIP - Fruitvale International Blvd 34th Streetscape (STP)	\$113,000	STP	\$113,000	\$113,000	05/13/04		\$18,046,873
21	Oblig	Alameda	City of Oakland	STPLER-5012(059)	ALA991001	HIP - Oakland 8th Street Pine to Mandela Streetscape	\$415,000	STP	\$415,000	\$415,000	03/30/04		\$18,461,873
22	Oblig	Alameda	City of Oakland	STPL-5012(054)	ALA991031	Oakland Street Resurfacing - MacArthur	\$769,000	STP	\$696,406	\$696,406	10/24/03		\$19,158,279
23	Oblig	Alameda	City of Oakland	STPL-5012(055)	ALA991032	Oakland Street Resurfacing-MLK Jr Way	\$1,281,000	STP	\$1,159,714	\$1,159,714	10/24/03		\$20,317,993
24	Oblig	Alameda	City of San Leandro	CML-5041(023)	ALA010068	W. Estudillo St. Streetscape & BART Connections - (PE Portion)	\$145,189	CMAQ	\$145,189	\$145,189	10/29/03		\$20,463,182
25	TRNSFR	Alameda	LAVTA	CA-90-Y297	ALA030011	Express Bus - Route 70 and Subscription Routes	\$74,000	CMAQ	\$74,000	\$74,000	05/24/04		\$20,537,182
26	Oblig	Alameda	Port of Oakland	STPL-6057(009)	ALA991054	MV Encinal Ferry Vessel Refurbish	\$375,000	STP	\$297,979	\$297,979	10/27/03		\$20,835,161
27	TRNSFR	Alameda/Contra Costa	AC Transit	CA-90-Y249	CC-030020	Express Bus - I-80 Richmond TransBay Route	\$104,000	CMAQ	\$104,000	\$104,000	06/24/04		\$20,939,161
28	TRNSFR	Contra Costa	CCCTA	CA-90-Y269	CC-010005	Contra Costa Route 114 Monument Corridor - FY 01-02	\$220,220	CMAQ	\$110,110	\$110,000	01/14/04	\$110	\$21,049,161
29	TRNSFR	Contra Costa	CCCTA	CA-90-Y269	CC-010005	Contra Costa Route 114 Monument Corridor - FY 02-03	\$110,110	CMAQ	\$110,110	\$110,000	01/14/04	\$110	\$21,159,161
30	TRNSFR	Contra Costa	CCCTA	CA-90-Y315	CC-030021	Express Bus - I-680 Martinez to Walnut Creek Route	\$175,000	CMAQ	\$175,000	\$175,000	07/09/04		\$21,334,161
31	Oblig	Contra Costa	City of El Cerrito	CML-5239(008)	CC-010050	TLC - Fairmont St. Pedestrian & Streetscape Improvements	\$500,000	CMAQ	\$500,000	\$500,000	01/12/04		\$21,834,161
32	Oblig	Contra Costa	City of El Cerrito	CML-5239(008)	CC-010020	HIP - El Cerrito Mania / Fairmont Ave. Bike/Ped Imps	\$384,000	STP	\$384,000	\$384,000	01/12/04		\$22,218,161
33	Oblig	Contra Costa	City of El Cerrito	STPL-5239(007)	CC-991048	Potrero Avenue Rehabilitation	\$374,900	STP	\$338,900	\$288,115	10/27/03	\$50,785	\$22,506,276
34	Oblig	Contra Costa	City of Pittsburg	STPL-5127(010)	CC-991084	Buchanan Road Pavement Overlay	\$493,000	STP	\$493,000	\$493,000	12/23/03		\$22,999,276
35	Oblig	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project	\$274,588	STP	\$274,588	\$275,000	12/11/03	-\$412	\$23,274,276
36	Oblig	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project	\$1,431,000	CMAQ	\$1,431,000	\$1,431,000	12/11/03		\$24,705,276
37	Oblig	Contra Costa	City of Richmond	STPL-5137(024)	CC-010010	Valley View Road Improvements	\$600,000	STP	\$511,470	\$511,470	10/24/03		\$25,216,746
38	TRNSFR	Contra Costa	Tri Delta	CA-90-Y308	CC-030022	Express Bus - Route 300	\$511,000	CMAQ	\$511,000	\$511,000	07/09/04		\$25,727,746
39	TRNSFR	Contra Costa	WestCat	CA-90-Y299	CC-030018	Acquire 30 Bus Catalyst Devices - FY 04-05	\$243,000	CMAQ	\$243,000	\$243,000	06/15/04		\$25,970,746
40	TRNSFR	Contra Costa	WestCat	CA-90-Y299	CC-030023	Express Bus - Hwy 4 del Norte BART to Martinez	\$246,000	CMAQ	\$246,000	\$246,000	06/15/04		\$26,216,746
41	Oblig	Marin	City of Corte Madera	STPL-5232(006)	MRN010003	Fifer Avenue/Lucky Drive Rehabilitation	\$99,000	STP	\$89,000	\$89,000	11/06/03		\$26,305,746
42	Oblig	Marin	City of Corte Madera	STPL-5232(005)	MRN991046	Paradise Drive/San Clemente Dr Rehab	\$217,000	STP	\$191,000	\$191,000	10/29/03		\$26,496,746
43	Oblig	Marin	City of Fairfax	CML-5277(016)	MRN010011	Sir Francis Drake Path	\$146,000	CMAQ	\$146,000	\$146,000	08/03/04		\$26,642,746
44	Oblig	Marin	City of Fairfax	STPL-5277(014)	MRN991048	Center Boulevard Rehabilitation	\$72,000	STP	\$63,147	\$63,147	12/29/03		\$26,705,893
45	Oblig	Marin	City of Larkspur	STPL-5168(011)	MRN991016	Doherty Drive Rehabilitation - Phase 1	\$289,000	STP	\$260,871	\$260,871	10/27/03		\$26,966,564
46	Oblig	Marin	City of Mill Valley	STPL-5113(004)	MRN991022	Buena Vista Ave Resurfacing	\$183,000	STP	\$159,000	\$159,000	10/29/03		\$27,125,564
47	Oblig	Marin	City of Novato	STPL-5361(016)	MRN991013	Redwood Blvd between Lamont Ave & Olive Ave	\$426,000	STP	\$426,000	\$426,000	05/21/04		\$27,551,564
48	Oblig	Marin	City of Ross	STPL-5176(002)	MRN991025	Sir Francis Drake Blvd. Street Rehab	\$75,000	STP	\$67,918	\$67,918	11/05/03		\$27,619,482
49	Oblig	Marin	City of San Anselmo	STPL-5159(008)	MRN991023	Center Boulevard Rehabilitation (CON)	\$184,000	STP	\$159,212	\$159,212	11/25/03		\$27,778,694

144

**METROPOLITAN TRANSPORTATION COMMISSION**  
**FY 2003-04 Obligation Status**  
**Projects with Federal STP/CMAQ/TE Funds**  
**August 1, 2004**

Category	County	Agency	Federal Project ID	TIP ID	Project Title	Programmed	Fund	Obligation Balance	Obligation Amount	Obligation Date	Running Balance	Running Total
50	Oblig	Marin	City of San Rafael	STPL-5043(018)	MRN991015	Fourth Street Resurfacing (Miracle Mile)	\$250,000	STP	\$250,000	\$250,000	10/28/03	\$28,028,694
51	Oblig	Marin	City of San Rafael	STPL-5043(017)	MRN010002	Second Street Resurfacing	\$266,000	STP	\$266,000	\$266,000	10/28/03	\$28,294,694
52	Oblig	Marin	City of San Rafael	CML-5043(019)	MRN010038	Medway/Canal Enhancements - (PE Portion)	\$80,000	CMAQ	\$80,000	\$79,877	10/29/03	\$28,374,371
53	Oblig	Marin	City of Sausalito	STPL-5098(008)	MRN010005	Bridgeway Rehabilitation Project	\$91,000	STP	\$83,033	\$83,033	10/28/03	\$28,457,404
54	TRNSFR	Marin	GGBHTD	CA-90-Y241	MRN030008	Express Bus - Route 101 Corridor	\$319,000	CMAQ	\$319,000	\$319,000	12/22/03	\$28,776,404
55	TRNSFR	Marin	GGBHTD	CA-90-Y241	MRN010032	Acquire 132 Bus Catalyst Devices - FY 03-04	\$665,000	CMAQ	\$665,000	\$665,000	12/22/03	\$29,441,404
56	Oblig	Marin	Marin County	STPLER-5927(039)	MRN010010	Olema - Bolinas Path	\$30,000	TEA	\$30,000	\$30,000	10/28/03	\$29,471,404
57	Oblig	Marin	Marin County	STPLER-5927(036)	MRN991049	Inkwell Bridge Adjoining Sir Francis Dr	\$375,000	TEA	\$375,000	\$375,000	03/09/04	\$29,846,404
58	Oblig	Marin	Marin County	STPL-5927(031)	MRN991021	Sir Francis Drake Blvd. East Overlay	\$337,000	STP	\$296,500	\$296,500	10/27/03	\$30,142,904
59	Oblig	Marin	Marin County	STPL-5927(029)	MRN991014	North San Pedro Road, MP 0.54 to 1.76	\$548,000	STP	\$486,000	\$486,000	10/24/03	\$30,628,904
60	Oblig	Marin	Marin County	STPL-5927(030)	MRN991020	Sir Francis Drake Blvd., MP 3.08 to 3.63	\$666,000	STP	\$624,000	\$624,000	10/24/03	\$31,252,904
61	Oblig	Napa	Caltrans	STPLER-6204(048)	NAP991029	Maxwell Bridge Enhancements	\$171,000	TEA	\$171,000	\$171,000	11/19/03	\$31,423,904
62	Oblig	Napa	Caltrans / Napa	CML-6204(049)	NAP950004	Route 29 / Trancas Street Interchange	\$262,000	CMAQ	\$262,000	\$262,000	10/26/03	\$31,685,904
63	Oblig	Napa	City of American Canyon	STPLER-6470(001)	NAP991024	American Canyon Rd/SR29 Landscaping	\$78,000	TEA	\$67,377	\$67,377	10/28/03	\$31,753,281
64	Oblig	Napa	City of Napa	STPL-5042(032)	NAP991013	Old Sonoma Overlay	\$124,000	STP	\$124,000	\$124,000	11/20/03	\$31,877,281
65	Oblig	Napa	City of Napa	STPL-5042(032)	NAP991011	Foghill Boulevard Overlay	\$178,000	STP	\$178,000	\$178,000	11/20/03	\$32,055,281
66	Oblig	Napa	City of Napa	STPL-5042(031)	NAP010006	Dry Creek Rd, Linda Vista, & Solano Resurfacing	\$182,000	STP	\$182,000	\$182,000	11/20/03	\$32,237,281
67	Oblig	Napa	City of Napa	STPL-5042(032)	NAP991015	West Pueblo Avenue Overlay	\$200,000	STP	\$200,000	\$200,000	11/20/03	\$32,437,281
68	Oblig	Napa	City of Napa	STPL-5042(032)	NAP991010	First Street Overlay	\$301,000	STP	\$301,000	\$301,000	11/20/03	\$32,738,281
69	Oblig	Napa	City of Napa	STPL-5042(031)	NAP991014	Terrace Drive Overlay	\$314,000	STP	\$314,000	\$314,000	11/20/03	\$33,052,281
70	Oblig	Napa	City of Napa	STPL-5042(032)	NAP991012	Linda Vista Avenue Overlay	\$332,000	STP	\$332,000	\$332,000	11/20/03	\$33,384,281
71	Oblig	Napa	Napa County	STPLER-5921(027)	NAP991028	Yountville Crossroad Class 2 Bike Path	\$150,000	TEA	\$134,950	\$134,950	05/20/04	\$33,519,231
72	Oblig	Napa	Napa County	STPL-5921(025)	NAP991016	Maintenance Overlay - Howell Mountain Ro	\$503,000	STP	\$480,868	\$480,868	10/24/03	\$34,000,099
73	Oblig	Napa	Napa County	STPL-5921(026)	NAP010005	Silverado Trail Resurfacing	\$182,000	STP	\$155,441	\$155,441	10/29/03	\$34,155,540
74	Oblig	Napa	Napa County	CML-5921(023)	NAP991022	Cuttings Wharf Road Bicycle Lane	\$322,000	STP	\$322,000	\$322,000	05/25/04	\$34,477,540
75	Oblig	Region-Wide	BAAQMD	CML-6297(003)	MTC990015	Spare the Air - FY 03-04	\$1,000,000	CMAQ	\$1,000,000	\$1,000,000	10/24/03	\$35,477,540
76	TRNSFR	Region-Wide	BART	CA-90-Y270	BRT030006	TransLink® FY 03-04 - BART (FY 03-04)	\$4,515,000	CMAQ	\$4,515,000	\$4,515,000	08/15/04	\$39,992,540
77	TRNSFR	Region-Wide	BART	CA-90-Y270	BRT030006	TransLink® FY 03-04 - BART (FY 04-05)	\$4,515,000	CMAQ	\$4,515,000	\$4,515,000	08/15/04	\$44,507,540
78	Oblig	Region-Wide	MTC	CML-6084(061)	MTC990006	TravInfo® FY 02-03	\$5,410,000	CMAQ	\$5,410,000	\$5,410,000	10/23/03	\$49,917,540
79	Oblig	Region-Wide	MTC	CML-6084(060)	MTC990002	TransLink® FY 02-03	\$10,332,000	CMAQ	\$10,332,000	\$10,332,000	10/23/03	\$60,249,540
80	Oblig	Region-Wide	MTC	STPCM-6084(087)	MTC990018	Traffic Eng Tech Asst Prog (TETAP) - (STP Portion) - FY 03-04	\$250,000	STP	\$250,000	\$250,000	10/23/03	\$60,499,540
81	Oblig	Region-Wide	MTC	STPCM-6084(087)	MTC990018	Traffic Eng Tech Asst Prog (TETAP) - (CMAQ Portion) - FY 03-04	\$1,200,000	CMAQ	\$1,200,000	\$1,200,000	10/23/03	\$61,699,540
82	Oblig	Region-Wide	MTC	CML-6084(077)	MTC990003	Regional Rideshare - FY 03-04 Remaining Balance	\$599,503	CMAQ	\$599,503	\$599,503	10/24/03	\$62,299,043
83	Oblig	Region-Wide	MTC	STPL-6084(081)	MTC990014	Regional Transit Info - FY 03-04	\$700,000	STP	\$700,000	\$700,000	10/24/03	\$62,999,043
84	Oblig	Region-Wide	MTC	STPL-6084(086)	MTC990017	Pavement Mgmt Tech Asst Prog (PTAP) - FY 03-04	\$700,000	STP	\$700,000	\$700,000	10/24/03	\$63,699,043
85	Oblig	Region-Wide	MTC	CML-6084(080)	MTC990013	Transit Marketing - FY 03-04	\$500,000	STP	\$500,000	\$500,000	10/27/03	\$64,199,043
86	Oblig	Region-Wide	MTC	STPL-6084(079)	MTC990006	511 - TravInfo® - FY 03-04	\$6,000,000	STP	\$6,000,000	\$6,000,000	12/22/03	\$70,199,043
87	Oblig	Region-Wide	MTC	STPL-4084(094)	MTC030005	TLC/HIP Planning Grants (FY 03-04)	\$442,000	STP	\$442,000	\$442,000	01/12/04	\$70,641,043
88	TRNSFR	San Francisco	BART	CA-90-Y270	SF-030003	16th St. BART Station Plaza Redesign	\$1,298,000	TEA	\$1,298,000	\$1,298,000	06/25/04	\$71,939,043
89	TRNSFR	San Francisco	Caltrain	CA-90-Y246	SF-010028	Caltrain Electrification (ENV)	\$6,000,000	STP	\$6,000,000	\$6,000,000	01/14/04	\$77,939,043
90	TRNSFR	San Francisco	Caltrain	CA-90-Y246	SF-010028	Caltrain Electrification - (PS&E)	\$6,000,000	STP	\$6,000,000	\$6,000,000	05/24/04	\$83,939,043
91	TRNSFR	San Francisco	MUNI	CA-90-Y245	SF-010035	Acquire 375 Bus Catalyst Devices - FY 03-04	\$3,038,000	CMAQ	\$3,038,000	\$3,038,000	01/14/04	\$86,977,043
92	Oblig	San Francisco	Port of San Francisco	STPL-6169(008)	SF-991024	Embarcadero Promenade Pedestrian Imps123	\$226,000	STP	\$228,000	\$228,000	10/28/03	\$87,205,043
93	Oblig	San Francisco	Port of San Francisco	STPLER-6169(009)	SF-991025	Renovation of Pier 43 Ferry Arch.	\$255,000	STP	\$255,000	\$255,000	10/28/03	\$87,460,043
94	Oblig	San Francisco	SF Dept of Public Works	STPLER-5934(110)	SF-991022	Neighborhood Traffic Calming & Beauty	\$293,000	TEA	\$213,000	\$202,664	12/23/03	\$87,662,707
95	Oblig	San Francisco	SF Dept of Public Works	STPLER-5934(111)	SF-991032	SF Broadway Streetscape Improvements (TE portion)	\$1,176,000	TEA	\$258,000	\$258,000	01/14/04	\$87,916,707
96	Oblig	San Francisco	SF Parking and Traffic	CML-5934(103)	SF-991010	Stockton Street sidewalk widening	\$433,000	CMAQ	\$396,703	\$396,703	02/10/04	\$88,313,410
97	Oblig	San Francisco	SF Public Works	STPL-5934(112)	SF-991016	Lake Merced Pav. Renovation - Phase II	\$3,982,000	STP	\$3,982,000	\$3,982,000	11/25/03	\$92,295,410
98	Oblig	San Mateo	City of San Carlos	STPL-5287(009)	SM-991058	San Carlos Avenue Rehabilitation	\$225,000	STP	\$225,000	\$225,000	11/21/03	\$92,520,410
99	Oblig	San Mateo	City of San Mateo	STPLER-5102(024)	SM-991097	San Mateo Main St. Ped & Tr Center Links	\$813,610	TEA	\$813,610	\$814,000	10/24/03	\$93,334,410

145

**METROPOLITAN TRANSPORTATION COMMISSION**  
**FY 2003-04 Obligation Status**  
**Projects with Federal STP/CMAQ/TE Funds**  
**August 1, 2004**

Category	County	Agency	Federal Project ID	TIP ID	Project Title	Programmed	Fund	Obligation Balance	Obligation Amount	Obligation Date	Balance	Running Total
100	Oblig	San Mateo	City of San Mateo	STPL-5102(028)	SM-010045	HIP - San Mateo Third/Fourth Ave Ped Imps (ENV)	\$132,795	STP	\$132,795	\$132,795	12/23/03	\$93,467,205
101	Oblig	San Mateo	City of San Mateo	STPL-5102(028)	SM-010045	HIP - San Mateo Third/Fourth Ave Ped Imps (CON)	\$549,705	STP	\$549,705	\$549,705	06/14/04	\$94,016,910
102	TRNSFR	San Mateo	SamTrans	CA-90-Y244	SM-030018	Acquire 209 Bus Catalyst Devices - FY 03-04	\$1,694,000	CMAQ	\$1,694,000	\$1,694,000	12/22/03	\$95,710,910
103	TRNSFR	San Mateo	SamTrans	CA-90-Y244	SM-030019	Express Bus - El Camino Real Corridor	\$166,000	CMAQ	\$166,000	\$165,000	12/22/03	\$1,000 \$95,875,910
104	Oblig	San Mateo	San Mateo County	STPL-5935(016)	SM-991048	Sand Hill Road Resurfacing	\$161,000	STP	\$142,409	\$142,409	10/28/03	\$96,018,319
105	Oblig	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (TEA Portion)	\$663,891	TEA	\$489,891	\$489,891	10/24/03	\$96,508,210
106	Oblig	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (STP Portion)	\$110,109	STP	\$110,109	\$110,109	10/24/03	\$96,618,319
107	Oblig	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (CMAQ Portion)	\$700,000	CMAQ	\$700,000	\$700,000	10/24/03	\$97,318,319
108	Oblig	Santa Clara	City of Milpitas	STPLER-5314(001)	SCL991056	Berryessa Creek Bike/Ped Trail	\$375,000	TEA	\$375,000	\$375,000	10/27/03	\$97,693,319
109	Oblig	Santa Clara	City of Morgan Hill	STPLER-5152(011)	SCL010030	Bufferfield Blvd Linear Park from Main to San Pedro	\$460,000	TEA	\$460,000	\$460,000	10/27/03	\$98,153,319
110	Oblig	Santa Clara	City of San Jose	STPLER-5005(068)	SCL991068	Los Gatos Creek - (CON1) Phase 1	\$300,000	TEA	\$300,000	\$301,002	10/27/03	-\$1,002 \$98,454,321
111	Oblig	Santa Clara	City of San Jose	STPLER-5005(067)	SCL991067	Guadalupe River Park Trail Project	\$500,000	TEA	\$429,176	\$429,176	10/24/03	\$98,883,487
112	Oblig	Santa Clara	City of Santa Clara	STPLER-5019(014)	SCL010024	San Tomas Aquino/Saratoga Creek Trail	\$1,700,000	TEA	\$1,700,000	\$1,700,000	10/22/03	\$100,583,487
113	Oblig	Santa Clara	City of Sunnyvale	STPL-5213(022)	SCL010028	Sunnyvale North-South Bikeways	\$150,000	STP	\$150,000	\$127,974	11/05/03	\$22,026 \$100,711,471
114	Oblig	Santa Clara	City of Sunnyvale	STPL-5213(021)	SCL010026	Evelyn Ave Class II Bike Lane	\$150,000	STP	\$150,000	\$150,000	11/05/03	\$101,861,471
115	Oblig	Santa Clara	City of Sunnyvale	STPLER-5213(015)	SCL991059	Calabazas Creek Trail - TEA project	\$381,000	TEA	\$310,176	\$310,176	10/27/03	\$101,171,647
116	Oblig	Santa Clara	Santa Clara County	STPLER-5937(083)	SCL010028	Bascom Ave. Median & Landscaping	\$639,000	TEA	\$639,000	\$639,000	10/24/03	\$101,810,647
117	Oblig	Santa Clara	Santa Clara County	STPLER-5937(086)	SCL010027	Elliot Avenue Sidewalk Project	\$205,000	TEA	\$205,000	\$205,000	10/27/03	\$102,015,647
118	Oblig	Santa Clara	Santa Clara VTA	STPLER-6264(008)	SCL030003	San Fernando Light-Rail Station Plaza (PE) (CMAQ portion)	\$156,698	CMAQ	\$156,698	\$156,698	12/23/03	\$102,172,345
119	Oblig	Santa Clara	Santa Clara VTA	STPLER-6264(008)	SCL030003	San Fernando Light-Rail Station Plaza (CON) (TE Portion)	\$728,302	TEA	\$728,302	\$728,302	08/03/04	\$102,900,647
120	Oblig	Solano	City of Benicia	STPL-5003(016)	SOL010015	East H Street Overlay	\$105,000	STP	\$105,000	\$105,000	02/12/04	\$103,005,847
121	Oblig	Solano	City of Benicia	STPL-5003(018)	SOL991084	East Second Street Overlay	\$90,000	STP	\$90,000	\$90,000	02/12/04	\$103,095,847
122	Oblig	Solano	City of Benicia	CML-5003(019)	SOL991056	Mills Elementary School Route Imps.	\$50,000	CMAQ	\$44,689	\$44,689	02/10/04	\$103,140,336
123	Oblig	Solano	City of Benicia	STPL-5003(017)	SOL991035	East Fifth Street Overlay	\$115,000	STP	\$102,606	\$102,606	02/11/04	\$103,242,942
124	Oblig	Solano	City of Benicia	CML-5003(014)	SOL991067	Park Lane Bike Lane	\$160,000	CMAQ	\$129,015	\$129,015	08/23/04	\$103,371,957
125	Oblig	Solano	City of Dixon	STPLER-5056(010)	SOL010008	Downtown Dixon Streetscape. (TEA portion)	\$48,086	TEA	\$48,086	\$48,086	10/28/03	\$103,420,043
126	Oblig	Solano	City of Dixon	STPLER-5056(010)	SOL010008	Downtown Dixon Streetscape. (STP portion)	\$188,914	STP	\$188,914	\$188,914	10/28/03	\$103,608,957
127	TRNSFR	Solano	City of Fairfield	CA-90-Y248	SOL991076	Fairfield Transit Center Phase II	\$95,000	STP	\$95,000	\$95,000	01/14/04	\$103,703,957
128	Oblig	Solano	City of Rio Vista	STPL-5099(007)	SOL991040	Front Street Overlay Project	\$83,000	STP	\$83,000	\$83,000	10/22/03	\$103,786,957
129	Oblig	Solano	City of Suisun City	CML-5032(016)	SOL010039	Driftwood Drive Pedestrian Way - (PE)	\$39,838	CMAQ	\$39,838	\$39,838	12/29/203	\$103,826,795
130	Oblig	Solano	City of Vacaville	CML-5094(035)	SOL010040	Davis St. Ped & Gateway Improvements	\$482,000	CMAQ	\$482,000	\$482,000	10/24/03	\$104,308,795
131	Oblig	Solano	City of Vacaville	STPL-5094(034)	SOL010010	Nut Tree Rd. Resurfacing.	\$482,000	STP	\$462,000	\$462,000	02/25/04	\$104,770,795
132	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991090	Oakwood St. overlay; Teakwood to Springs Road - (CON)	\$87,000	STP	\$87,000	\$87,000	10/24/03	\$104,857,795
133	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991050	Santa Clara St. overlay; Carolina St. to Maine St. - (CON)	\$105,000	STP	\$105,000	\$105,000	10/24/03	\$104,962,795
134	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL010016	Tennessee Street Overlay; Monterey to Halliday - (CON)	\$173,000	STP	\$173,000	\$173,000	10/24/03	\$105,135,795
135	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991048	Rollingwood Dr. Overlay - (CON)	\$176,000	STP	\$176,000	\$176,000	10/24/03	\$105,311,795
136	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991047	Broadway Overlay; Highway 37 to Mini Drive - (CON)	\$300,000	STP	\$300,000	\$300,000	10/24/03	\$105,611,795
137	Oblig	Solano	City of Vallejo	STPL-5030(030)	SOL991049	Solano Av. Overlay; Georgia to Mariposa - (CON)	\$326,000	STP	\$326,000	\$326,000	10/24/03	\$105,937,795
138	TRNSFR	Solano	City of Vallejo	CA-90-Y240	SOL991054	Mare Island Services - Operations (2-yr) - FY 01-02	\$70,000	CMAQ	\$70,000	\$70,000	12/22/03	\$106,007,795
139	TRNSFR	Solano	City of Vallejo	CA-90-Y240	SOL991054	Mare Island Service - Operations (2-yr) - FY 02-03	\$70,000	CMAQ	\$70,000	\$70,000	12/22/03	\$106,077,795
140	TRNSFR	Solano	City of Vallejo	CA-90-Y240	SOL010019	HIP - Vallejo Sereño Transit Center Imps	\$382,500	STP	\$382,500	\$382,500	12/22/03	\$106,460,295
141	Oblig	Solano	City of Vallejo	CML-5030(031)	SOL991059	I-80 EB Redwood St. on & off ramp mod. Adm Callaghan / Rotary	\$70,000	CMAQ	\$70,000	\$70,000	01/12/04	\$106,530,295
142	TRNSFR	Solano	Fairfield/Suisun	CA-90-Y248	SOL030016	Express Bus - Vacaville to Walnut Creek BART	\$116,000	CMAQ	\$116,000	\$116,000	05/24/04	\$106,646,295
143	Oblig	Solano	Solano County	STPL-5923(054)	SOL991051	Pleasants Valley Road Rehabilitation - (PE&ROW portion)	\$134,555	STP	\$46,035	\$46,035	10/29/03	\$106,692,330
144	Oblig	Solano	Solano County	STPL-5923(054)	SOL991051	Pleasants Valley Road Rehabilitation - (CON)	\$996,435	STP	\$996,435	\$996,435	12/29/03	\$107,688,765
145	Oblig	Solano	Solano TA	HP21L-6249(009)	SOL990004	Jepson Parkway - Leisure Town Road Interchange	\$4,650,000	STP	\$4,650,000	\$4,650,000	05/24/04	\$112,338,765
146	Oblig	Sonoma	City of Healdsburg	STPL-5027(007)	SON991020	Healdsburg Avenue Overlay	\$266,000	STP	\$225,000	\$225,000	10/28/03	\$112,563,765
147	Oblig	Sonoma	City of Rohnert Park	STPL-5379(011)	SON991026	Various Overlays - 2000	\$314,000	STP	\$314,000	\$314,000	10/27/03	\$112,877,765
148	Oblig	Sonoma	Sonoma County	CML-5920(069)	SON991035	West County Bike Trail; Phase 7.	\$450,000	CMAQ	\$450,000	\$450,000	10/22/03	\$113,327,765
149	Oblig	Sonoma	Sonoma County	STPL-5920(080)	SON991023	Stony Point Road - Stage 5A	\$1,650,000	STP	\$1,650,000	\$1,650,000	10/23/03	\$114,977,765

146

**METROPOLITAN TRANSPORTATION COMMISSION**  
**FY 2003-04 Obligation Status**  
**Projects with Federal STP/CMAQ/TE Funds**  
**August 1, 2004**

Category	County	Agency	Federal Project ID	TIP ID	Project Title	Programmed	Fund	Obligation Balance	Obligation Amount	Obligation Date	Balance	Running Total
150	Oblig	Sonoma	Sonoma County	STPLR-5920(081)	SON010026	West County Bike Trail: Phase 10 Green Valley Rd	\$240,000	TEA	\$216,983	\$216,983	10/27/03	\$115,194,746
151	Oblig	Sonoma	Sonoma County	STLP-5920(079)	SON010020	Old Redwood Highway Class II Bike Lanes	\$260,000	STP	\$223,441	\$223,441	10/28/03	\$115,418,189
152	Oblig	Alameda	City of Alameda	CML-5014(023)	ALA030008	Park St. Streetscape & Santa Clara Ave Transit Hub - (CON)	\$778,352	TEA	\$779,352	\$779,352	07/09/04	\$116,197,541
153	Oblig	Region-Wide	MTC	CML-8084(078)	MTC990002	TransLink® FY 03-04 - MTC (FY 03-04)	\$1,370,000	CMAQ	\$1,370,000	\$1,370,000	07/08/04	\$117,567,541
154	Oblig	Solano	Solano TA	CML-6249(015)	SOL991066	Eastern Solano Spare the Air	\$150,000	CMAQ	\$150,000	\$150,000	07/12/04	\$117,717,541
155	Oblig	Napa	Napa County	STPL-5921(028)	NAP010005	Silverado Trail Resurfacing (Partial)	\$263,000	STP	\$263,000	\$263,000	07/16/04	\$117,980,541
156	Oblig	Solano	City of Vacaville	CML-5094(094)	SOL991063	Electric Vehicle Program Expansion	\$50,000	CMAQ	\$50,000	\$50,000	07/15/04	\$118,030,541
157	Oblig	Solano	City of Vacaville	CML-5094(032)	SOL991064	Purchase of Compressed Natural Gas (CNG) Vehicles	\$25,000	CMAQ	\$25,000	\$25,000	07/15/04	\$118,055,541
<b>TOTAL 7) Projects Obligated in FFY 2003-04</b>						\$121,215,850		\$118,089,774	\$118,055,541		\$34,233	\$118,055,541

147

**Metropolitan Transportation Commission  
Regional Project Delivery Policy  
for TEA-21 Reauthorization - STP and CMAQ Funding  
MTC Resolution No. 3606**

**General Policy**

The region has established deadlines for funding in the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Transportation Equity Act for the Twenty-First Century (TEA-21) Reauthorization.

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone.

It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

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

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

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

**Project Cost Savings/Reductions in Scope/Project Failures**

From time to time projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must notify MTC, Caltrans and the appropriate county Congestion Management Agency (CMA), within a timely manner, that the funds resulting from these 'project savings' will not be used.

Project savings accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the formula-based programs, such as county guaranteed funding returned to counties based on a population share, are available for redirection by the CMAs within the formula program, subject to Commission approval.

Project savings within regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the 3% planning funds for CMA planning activities, are available for redirection by the Commission.

For all programs, the projects using the redirected savings prior to the obligation deadline must still obligate the funds within the original deadline.

Project savings or unused funding realized after the obligation deadline return to MTC. Any funds that have been obligated but remain unused will be deobligated from the project and returned to the Commission for redirection.

### **Project Advances**

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and State Budget Authority (SBA) in a particular year, with current programmed projects that have met the delivery deadlines having priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered after April 1, and before June 30 of each fiscal year. In some years, OA may not be available for advancements until after June 30, but the request for the advanced OA must still be received by Caltrans prior to June 30.

Implementing agencies wishing to advance projects may request Advance Construction (AC) authorization from Caltrans (or pre-award authority from FTA) to proceed with the project using local funds until OA becomes available.

### **Specific Policy Provisions**

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, (or difficulties in meeting the provisions of the regional delivery policy) to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or permanent loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Funds to be Obligated/Transferred in the Fiscal Year Programmed in the TIP**

STP and CMAQ funds are to be programmed, up to the apportionment level for that fiscal year, in the TIP within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP). This will improve the overall management of federal Obligation Authority (OA) within the region and improve the likelihood that OA and State Budget Authority (SBA) will be available for projects that are programmed in a particular fiscal year.

- **Field Reviews**

Implementing agencies are required to request a field review within 6 months of MTC's approval of the project in the TIP for federal-aid projects receiving funding through the STP and CMAQ programs that are subject to AB 1012 or regional obligation deadlines. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities).

Failure for an implementing agency to make a good-faith effort in scheduling and/or obtaining a field review from Caltrans Local Assistance within six months of programming into the TIP could result in the funding being subject to reprogramming.

- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way or construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being subject to reprogramming. The requirement does not apply to FTA transfers, regional customer service projects or planning activities.

- **Obligation/Submittal Deadlines**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority for available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after the April 1 deadline will be viewed as subject to reprogramming.

Within the formula-based programs, such as county guaranteed funding returned to counties based on a population share the Congestion Management Agencies (CMAs) may adjust programming up until April 1 of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of June 30<sup>th</sup> of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30<sup>th</sup> of the fiscal year programmed in the TIP. For example, projects programmed in FY 2005-06 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of April 1, 2006 and an obligation/FTA transfer deadline of June 30, 2006. Projects programmed in FY 2006-07 have an obligation request submittal deadline (to Caltrans) of April 1, 2007 and an obligation/FTA transfer deadline of June 30, 2007.

- **Submittal Deadline:** April 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).
- **Obligation Deadline:** June 30 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

**April 1** - Regional submittal deadline. Complete package submittals received by April 1 of the fiscal year programmed in the TIP will receive first priority for obligations against available OA.

**April 2 – June 30** - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by June 30. If OA is limited, these projects would compete for OA with projects advanced from the following fiscal year on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to June 30, in order to receive the funds within that federal fiscal year.

**June 30** - Regional obligation deadline. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years, must request the advance prior to June 30, in order to receive the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Authorization of Advance Construction (AC) satisfies the regional obligation deadline requirement.

- **Encumbrance/Liquidation/Project Close-Out Deadlines**

STP and CMAQ funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated.

The following provisions are required in order to ensure no funds are lost after obligation. Failure to meet these requirements will result in the potential loss of funding for reimbursement of incurred project costs.

- Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers.
- Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers).
- Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers).
- Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers).
- For FTA projects, funds must be approved/awarded in an FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA.

Funds that miss the encumbrance, liquidation/project close out deadlines are subject to de-obligation if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance.

Implementing agencies with projects that require reappropriation in the State budget, or require a CWA from the California Department of Finance, or fail to meet the post-obligation provisions, or have projects that have been inactive for more than two years, regardless of federal fund source, are subject to MTC restrictions on receipt of OA for subsequent projects, and/or limitations on future programming of funds until the reappropriated/ inactive projects are cleared up and a firm commitment date is provided to Caltrans Local Assistance for meeting the next project milestone.

MTC	State FY 1	State FY 2	State FY 3	State FY 4	State FY 5	State FY 6
Milestone Deadline	June 30					

<b>Programming</b>	
<b>Obligation</b>	
<b>Encumbrance</b>	
<b>Award</b>	
<b>Liquidation</b>	
<b>Project Close-Out</b>	

• **Inactive Projects**

Most projects can be completed well within the state’s seven-year deadline for project close-out. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than a few years. It is expected that funds for completed phases will be invoiced within a reasonable time of completion of work for the phase, and projects will be closed out within a reasonable time following project completion.

Implementing agencies that have projects that have not been closed out within one year of final expenditure, or have projects that remain inactive for more than two years, regardless of federal fund source, will have future OA limited for subsequent projects, and/or have restrictions on future programming. Completed phase invoicing and project close-out within a reasonable time will help ensure the implementing agency remains in good standing.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines in advance of state deadlines, to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funding due to a missed state deadline.

Although the policy is limited to the regional STP and CMAQ funds managed by MTC, the state deadlines cited apply to all federal-aid funds administered by the state. Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.



DATE: October 1, 2004  
 TO: STA Board of Directors  
 FROM: Mike Duncan, Director for Projects  
 RE: Regional Local Streets and Roads Funding

**Background:**

The Bay Area Partnership established a task force in Fall 2002 to develop a methodology to identify the actual capital shortfall for both local streets and roads and transit for the Bay Area. As a result of the work of the Task Force, the MTC Pavement Management Program section established a committee of Public Works Directors and other Public Works personnel to help them identify the estimated pavement and non-pavement needs throughout the Bay Area for the next 25 years. Additionally, this committee (called the Local Streets and Roads Committee) assisted MTC in determining the potential revenues that may be available to meet the pavement and non-pavement needs. A subcommittee of the TAC developed the input for Solano County that helped MTC determine reasonably accurate estimates of pavement and non-pavement needs and the expected revenues over the next 25 years that may be reasonably available to meet these needs. MTC used the information gathered from the nine counties to identify the projected revenue shortfall for streets and roads over the next 25 years.

The following table lists the estimated needs, revenue and funding shortfall for each of the Solano County agencies:

	<b>Total Need</b>	<b>Estimated Total Revenue</b>	<b>Shortfall</b>
Benicia	59,016,948	21,261,870	37,755,078
Dixon	43,765,919	9,770,114	33,995,805
Fairfield	150,490,015	106,449,717	44,040,298
Rio Vista	26,608,800	4,003,774	22,605,026
Suisun	76,219,366	9,190,451	67,028,915
Vacaville	116,928,379	47,754,386	69,173,993
Vallejo	286,527,451	36,508,941	250,018,510
County	202,946,334	132,817,353	70,128,981
	962,503,212	367,756,606	<b>594,746,606</b>

The information developed by MTC and the Local Streets and Roads Committee helped define the magnitude of the local streets and roads shortfall. The Directors of the Congestion Management Agencies (CMAs) used this data to develop a proposed investment strategy for the 2005 Regional Transportation Plan (called Transportation

2030 or T-2030) with a strong emphasis on Local Streets and Roads funding. MTC adopted the CMA proposal to dedicate \$990.5 million for local streets and roads in T-2030.

On April 28, 2004, the MTC Commission approved dedicating approximately \$58 million of Second Cycle Surface Transportation Program (STP) funds for local streets and roads shortfall projects throughout the nine counties in the Bay Area. The Solano County share of the \$58 million is as follows:

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

On May 6, 2004, MTC issued a "Call for Projects" to all Congestion Management Agencies (CMAs) for projects to be funded with Second Cycle STP funds. On August 31, 2004, STA staff submitted the list of proposed streets and roads for Solano County agencies to MTC for their review (see attachment A).

**Discussion:**

By December 1, 2004, each agency must submit a Resolution of Local Support and Opinion of Legal Counsel to MTC for their individual project in the Local Streets and Roads Shortfall Program in accordance with the MTC program guidance provided to member agencies. Although funds are not available until FY 2005-06, funds must be obligated in the year programmed.

The STP funds projected for Solano County in T-2030 will provide approximately \$24,000,000 of the nearly \$600 million projected shortfall over the next 25 years. Other traditional revenue sources for streets and roads (gas tax) and proposed revenue sources (Proposition 42 funds) are already considered in the "Estimated Total Revenue" shown above; therefore, the estimated shortfall for Solano County is approximately \$570,000,000 over the next 25 years. Other counties in the Bay Area are also projecting significant funding shortfalls for local streets and roads.

The MTC Pavement Management Program section is working to further identify the true pavement and non-pavement needs throughout the Bay Area in an effort to provide justification for additional funding for local streets and roads. In the near future, MTC will be requesting pavement and revenue data from each of the 109 Bay Area agencies. This data will be used to update the information prepared in 2002 that formed the basis of the justification for the seven-fold increase in streets and roads funding between the 2001 RTP and T-2030.

**Recommendation:**

Informational.

**Attachments**

- A. Local Streets and Roads Shortfall Program for Solano County

**LOCAL STREETS AND ROADS  
SHORTFALL PROGRAM  
Second Cycle TEA-21 Reauthorization  
(STA Board Approval 7/14/2004)**

Agency	FY 2005-06	FY 2006-07	Total
Benicia	0	75,000	75,000
Dixon	0	75,000	75,000
Fairfield	426,000	0	426,000
Rio Vista	0	75,000	75,000
Solano County	129,000	473,000	602,000
Suisun City	75,000	0	75,000
Vacaville	0	246,000	246,000
Vallejo	313,000	0	313,000
<b>TOTAL</b>	<b>\$943,000</b>	<b>\$944,000</b>	<b>\$1,887,000</b>

**Projects Submitted**

Agency	Streets/Roads	MTS	Non-MTS
Benicia	Columbus Parkway	X	
Dixon	ADA Ramps – Various Locations <sup>1</sup>	X	X
Fairfield	Pittman Road	X	
	Suisun Valley Road	X	
Rio Vista	Second Street <sup>2</sup>		X
	Gardiner Way		X
Solano County	Fry Road	X	
	Lake Herman Road	X	
	Mankas Corner Road	X	
Suisun City	Emporer Drive <sup>3</sup>		X
Vacaville	Alamo Drive	X	
Vallejo	Admiral Callaghan Lane (Tennessee to I-80 ramps)	X	
	Humboldt Street (Tennessee to I-80 ramps)	X	

Notes: 1. Dixon MTS Roadways have PCI>69.

2. Rio Vista has no MTS local roads.

3. Suisun City MTS Roadway (Walters Road) has a PCI>69 between SR 12 and Bella Vista and a new roadway section for Walters Road is under construction from Bella Vista to E. Tabor.



DATE: October 5, 2004  
 TO: STA Board  
 FROM: Robert Guerrero, Associate Planner  
 RE: MTC's Regional Bicycle/ Pedestrian Program

Background:

The Metropolitan Transportation Commission (MTC) created the Bay Area's first Regional Bicycle Plan (RBP) as part of the 2001 Regional Transportation Plan (RTP), but without specific funds dedicated for the plan's implementation. The RBP contains a list of regionally significant bicycle projects that make up the Bay Area's Proposed Regional Bikeway System. In December 2003, MTC created the Regional Bicycle/ Pedestrian Program by committing \$200 million over a 25-year period to fund construction of the Proposed Regional Bikeway System and pedestrian safety and enhancement projects as part of the new RTP, called Transportation 2030.

A total of \$32 million will be available for programming regional bicycle and pedestrian funds over the next four fiscal years (FY 2005/06 through FY 2008/09). These funds are divided into two programs: 75% of the funds (\$24 million) are available for the County Program with the remaining 25% (\$8 million) available for the Regional Program. The County Bicycle/ Pedestrian Program is population based and will be administered by the Congestion Management Agencies (CMAs). Solano County has approximately 6% of the Bay Areas population and is expected to receive approximately \$1.4 million of the County Program over then next four year period. The Regional Bicycle/Pedestrian Program is discretionary and will be administered by MTC. Over a 12-year period, each county is guaranteed 100% of its county share of Regional and County Program funds (see attached MTC Reso. No. 3644 for additional information).

Only bicycle projects that are identified in the RBP will be eligible for this program. The current Proposed Regional Bicycle System map is attached for your reference. At least 25% of the Regional and County Program must be spent on projects that primarily benefit pedestrians.

Discussion:

MTC developed the following four-year implementation schedule for the Regional Bicycle/ Pedestrian Program:

<b>Regional Bicycle/ Pedestrian Program Funding Levels FY 05/06 – FY 08/09</b>		
	Funds Available	Years Available
Regional Program (25%)	\$8,000,000	FY 05/06, 06/07
County Program (75%)	\$24,000,000	FY 07/08, 08/09
<i>Total 4-Year Funding</i>	<i>\$32,000,000</i>	
<b>County Bicycle/ Pedestrian Program Funds Available to STA Member Agencies in 1st Cycle</b>	<b>\$1,395,835</b>	<b>FY 07/08, 08/09</b>

MTC proposes to have a call for projects for the Regional and County Program funds by the end of September 2004 with an application deadline scheduled tentatively for early January 2005. MTC is requesting to have a list of potential projects for the County Program be submitted by the January 2005 deadline.

*Bicycle Projects*

The Solano Countywide Bicycle Plan currently identifies the top four priority bicycle projects for the next five years:

<u>Project</u>	<u>Jurisdiction</u>
• Solano Bikeway Extension/ McGary Road	City of Fairfield
• State Park Road/ I-780 over crossing	City of Benicia
• Central County Bike Route (SR12) Gap Closure Project	City of Suisun City
• Jepson Parkway Bike Route	Multi-jurisdictional (Cities of Fairfield, Suisun City, Vacaville, and the County of Solano)

All four projects are part of the Regional Bicycle Network and would qualify for both Regional and County Program funds. STA staff and the Bicycle Advisory Committee (BAC) will encourage the above jurisdictions to submit applications for the identified priority projects for the Regional Program and/or a notice of intent to apply for the County Program.

*Pedestrian Projects*

Pedestrian projects that provide access to and within regional activity centers or provide access to regional transit or lifeline transit will be eligible for Regional Pedestrian funding. The STA has developed a Countywide Pedestrian Plan and, with support from the TAC, is recommending final approval by the STA Board at the October 13, 2004 meeting. The plan highlights projects that potentially could be funded through this program.

As part of the application submittals for both the Regional and County Bicycle/ Pedestrian Programs, Solano County applicants may be required to have their projects reviewed by the Solano Transportation Authority's Bicycle Advisory Committee (BAC) for bicycle related projects and the Pedestrian Advisory Committee (PAC) for pedestrian related projects. To facilitate this process STA staff, the BAC and the PAC will review all potential project submittals in November and/or December 2004.

**Recommendation:**

Informational

Attachment:

- A. MTC Resolution No. 3644
- B. MTC Proposed Regional Bikeway System

Date: July 28, 2004  
W.L: 1125  
Referred by: PACAttachment A  
MTC Resolution No. 3644  
Page 1 of 9**Regional Bicycle and Pedestrian Program  
Program Guidelines****I. Program Description**

The Regional Bicycle and Pedestrian Program was created by the Commission to fund the construction of the Regional Bicycle Network and regionally significant pedestrian projects. The Commission committed \$200 million in Phase One of Transportation 2030 to support the regional program over a 25-year period. These guidelines govern the first four years worth of Federal Congestion Management and Air Quality Mitigation (CMAQ) funding, a total of \$32 million for FY 2005/06 through FY 2008/09.

**Sub-Programs:** The program funds in the first four years are divided into two portions: 25% of the total funds is designated as the Regional Portion, a competitive program in which projects will be selected based on evaluation criteria in these guidelines; the remaining 75% of the funds is designated as the County Portion which is distributed to county congestion management agencies (CMAs) based on their county population shares. The CMAs, with review of bicycle and pedestrian interests, will select projects for the 75% county portion based on criteria developed by the CMA and will identify projects to submit to MTC for consideration for the 25% regional portion. Consistent with MTC Resolution No. 3615, each county will receive 100% of its population share of funding over a 12-year period. Table 1 shows each county's total four-year 75% program level; annual targets consistent with the programming policies in MTC Resolution 3615 will be provided by MTC in the call for projects. Table 2 shows each county's 100% 12-year population share.

**Table 1: Program Funding Levels FY 05/06 – FY 08/09**

	Funds Available
<b>Total 4-Year Funding</b>	<b>\$32,000,000</b>
<b>Total Regional Portion (25%)</b>	<b>\$8,000,000</b>
<b>Total County Portion (75%)</b>	<b>\$24,000,000</b>
Alameda	\$5,107,755
Contra Costa	\$3,356,779
Marin	\$874,874
Napa	\$439,682
San Francisco	\$2,747,973
San Mateo	\$2,501,837
Santa Clara	\$5,952,752
Solano	\$1,395,835 ✓
Sonoma	\$1,622,513

**Table 2: 12-Year 100% County Shares\***

<b>County</b>		<b>Population Share</b>
Alameda	\$20,431,020	21%
Contra Costa	\$13,427,117	14%
Marin	\$3,499,496	4%
Napa	\$1,758,727	2%
San Francisco	\$10,991,894	11%
San Mateo	\$10,007,349	10%
Santa Clara	\$23,811,007	25%
Solano	\$5,583,339	6%
Sonoma	\$6,490,050	7%
<b>Total 12-Year Funding</b>	<b>\$96,000,000</b>	<b>100%</b>

\*Subject to availability of funds

**Mode-Split Targets:** The program has an overall goal to fund bicycle and pedestrian projects equally over a 12-year period. However, to encourage pedestrian projects that may not have other sources of dedicated funding, the Regional portion and each County Portion are expected to direct a minimum of 25% of their respective funds over the 12-year period toward projects predominantly serving pedestrians.

## **II. Eligible Applicants**

Regional Bicycle and Pedestrian Program grants are available to local governments, transit operators, and other public agencies that are eligible recipients of 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 are strongly encouraged to attend a training workshop offered by Caltrans on project implementation and the federal aid process.

## **III. Eligible Projects**

Project activities eligible for funding include: pedestrian and bicycle facilities (including bike parking) that provide access to regional transit, lifeline transit, regional activity centers, or schools; bicycle facilities on the Regional Bicycle Network defined in the Regional Bicycle Plan (December 2001); and regionally significant pedestrian projects. Pedestrian projects are intended to be inclusive of facilities or improvements that accommodate wheelchair use. All projects must meet eligibility criteria and project readiness requirements described below consistent with CMAQ eligibility guidelines.

### **Project Eligibility Criteria**

All projects are required to demonstrate a likely mode shift to bicycling or walking. Projects must meet all of the following criteria to be eligible for the Regional or County portions of the program:

1. Project falls into one of the following categories:

#### Bicycle Projects

- Included in the Regional Bicycle Network as defined in the adopted Regional Bicycle Plan (December 2001)

#### Pedestrian Projects

- Provides access to and within regional activity centers<sup>1</sup>

#### Project Serves Either Bicyclists or Pedestrians

- Provides access to regional transit or lifeline transit<sup>2</sup>
- Meets Safe Routes to Schools criteria

2. Project is CMAQ eligible under Federal guidelines. The project sponsor must be able to demonstrate the project encourages walking or bicycling as a means of improving air quality. Note that Federal guidelines prohibit the use of CMAQ funds for projects purely intended for safety as well as for basic repair and rehabilitation of bicycle or pedestrian facilities. CMAQ funds *may* be used to fund a limited period of operations for an attended bicycle parking facility (i.e., bikestation)
3. Sponsor assures a local match of at least 11.5% of the total project cost will be available.
4. Funding request is at least \$300,000 and does not exceed \$4 million or the county's 12-year population share of funds, whichever is less. Counties with a four-year share of \$2 million or less may fund projects below the \$300,000 limit. As a general guideline, auxiliary elements (e.g. ADA access improvements, utility trenching, drainage work, fire hydrants, landscaping, cosmetic resurfacing, surface improvements, etc.) that are incidental to the overall project should not exceed 20% of the total project cost. Signage designating a bicycle or pedestrian facility is not considered auxiliary elements for this program. Exceptions may be allowed at the discretion of the CMA (for the County Portion) or MTC (for the Regional Portion). In particular, new sidewalk projects may be exceptions.
5. Project is well-defined and results in a usable segment. MTC defines a usable segment as a section of public improvements that has defined start and end points and allows continuous travel from the start point to the end point.
6. Sponsor agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the American with Disabilities Act (ADA).
7. Sponsor understands and agrees to MTC project delivery requirements as described in MTC Resolution No. 3606. Key highlights are shown below:
  - a. Federal funds through the Regional Bicycle and Pedestrian Grants program are fixed

<sup>1</sup> Regional activity centers include universities, hospitals, major commercial districts, major employment centers, central business districts, and major public venues. Priority should be given to projects serving utilitarian trip purposes. Projects providing pedestrian access to or within a regional activity center will be eligible for funding. Projects providing bicycle access to or within a regional activity center are only eligible if the facility is included on the Regional Bicycle Network.

<sup>2</sup> Regional transit is transit serving a regional activity center and is typically a "trunkline" service. Lifeline transit serves low-income, transit-dependent communities.

- at the programmed amount, and therefore any cost increase would not be funded through the Regional Bicycle and Pedestrian Program.
- b. Projects are to be designed and built consistent with the project description contained in the grant application, and if approved, as programmed in MTC's Transportation Improvement Program (TIP).
  - c. A field review with Caltrans Local Assistance 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. Federal funds will be obligated by the fund obligation deadline established by MTC for this grant cycle.
  - f. MTC will be notified immediately to discuss potential project implications that will affect the delivery of the project.
  - g. The project sponsor or a cooperating agency commits to maintaining the project.

### **Project Readiness Criteria**

The following criteria will be used to evaluate whether a project will be able to meet the fund obligation deadline. Projects determined to be unlikely to meet the fund obligation deadline will be considered ineligible.

1. Is the project dependent upon another uncompleted major capital project?
2. Has a PSR or feasibility study been completed?
3. 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?
4. 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 if needed?
5. Is there a utility relocation phase within the project area but implemented separately from the project?
6. 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?
7. Is there significant local opposition or any pending lawsuits related to the project that may prevent the project from meeting the funding obligation deadline?

### **IV. Criteria for Project Selection and Prioritization**

#### **County Portion (75%)**

For the county portions, projects meeting the eligibility criteria outlined in Section III may be selected and recommended for programming based on criteria developed at the discretion of each CMA. CMAs may choose to use scoring factors in table 2 (below) for this purpose. CMAs are welcome but not required to adopt the Regional Portion project selection factors listed below. Project selection factors must be consistent with the Project Eligibility Criteria above and must address both pedestrian and bicycle projects.

**Regional Portion (25%)**

Projects meeting the Project Eligibility Criteria will be prioritized and recommended for funding based on the degree to which they:

- Provide bike and/or pedestrian access to regional transit / lifeline transit, schools, regional activity centers
- Eliminate major gap or obstacle in a bike or pedestrian facility
- Have community support, as indicated by inclusion in an adopted plan or other document endorsed by community advisory groups
- Address safety concerns
- Provide local matching funds
- Are regionally significant

The basis for scoring in each of these factors is outlined in Table 2.

**Table 2: Scoring Basis for Selecting Projects for Regional Portion**

Focus Area	Ranking and Description	Points
<u>Gap closures</u> in sidewalk or regional bicycle network serving mobility needs  Addresses <u>barrier*</u> to completing trip	High: Project provides means to overcome a barrier e.g. bridge over freeway, expressway, or rail line) or eliminates a gap (e.g. a new bike lane or a new sidewalk in a corridor without facilities) where <u>no</u> nearby facility exists.	8-10
	Med: Project reduces consequences of an existing barrier or gap to provide more direct non-motorized travel where limited or inferior alternatives exist.	4-7
	Low: Project <u>extends</u> an existing pedestrian facility or regional bicycle route (e.g. bike lane or sidewalk), working towards a gap closure, but not eliminating it.	0-3
<u>Access</u> to schools, regional transit**, lifeline transit** or to/within regional activity center***	High: Project is specifically designed to significantly improve access to a destination. Project will be within ¼ mile (pedestrian facility) or 1/2 mile (bike facility) in actual walking/biking distance from destination.	8-10
	Medium: Project will generally enhance access to a destination. Project will be within ½ mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination.	4-7
	Low: Project improves upon limited existing access. Project will be beyond 1/2 mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination.	0-3
<u>Safety</u>	High: Project will address a demonstrated safety issue (e.g. collision statistics are high). Project will address safety concern with a proven or demonstrated counter measure.	8-10
	Med: Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed)	4-7
	Low: Project will generally improve safety, even though there are no known problems.	0-3

\* Barriers include major arterials, freeways, major transit facilities, railroad tracks, creek/streams, etc. A substandard or deficient facility is generally considered a "medium" gap.

\*\* Regional transit is transit serving a regional activity center. Lifeline transit serves low-income, transit-dependent communities.

\*\*\* Regional activity centers include universities, hospitals, major commercial districts, major employment centers, , central business districts and major public venues. Priority should be given to projects serving utilitarian trip purposes when possible. Pedestrian access to or within a regional activity center will be eligible for funding. Bicycle access to or within a regional activity center is only eligible if it is included on the regional bicycle network.

**Table 2: Scoring Basis for Regional Prioritization Factors cont.**

Focus Area	Ranking and Description	Points
<u>Community Support</u>	High: Project has <b>strong</b> documented community <u>and</u> neighborhood support. Letters of support OR minutes indicating actions taken in support of project provided. Projects are included in a local, county or community-based plan.	8-10
	Med: Project has <b>some</b> community & neighborhood support. Projects are included in a local, county or community-based plan.	4-7
	Low: Community outreach will be completed as part of the project, but little or none done to date.	0-3
<u>Other Funds with a copy of local resolution</u>	Project can commit over 35% of total project cost (includes 11.47% required match) from other sources	5
	Project can commit 30% to 34.9% of total project cost (includes 11.47% required match) from other sources	4
	Project can commit 25% to 29.9% of total project cost (includes 11.47% required match) from other sources.	3
	Project can commit 20% to 24.9% of total project cost (includes required 11.47% required match) from other sources.	2
	Project can commit 15 to 19.9% of total project cost (includes 11.47% required match) from other sources.	1
<u>Regional Significance Bonus</u>	Demonstrates multi-jurisdictional cooperation****; project is innovative; has potential to be replicated elsewhere; demonstrates regional significance	0-5

\*\*\*\* Jurisdictions include city/county public agencies, special districts, non-profit organizations, transit, etc.

## **V. Application and Evaluation Process**

**Step 1:** MTC issues a "call for projects" to the CMAs. The call for projects will include a form for submitting projects for the Regional Portion.

**Step 2:** CMAs solicit projects within their counties

- a. CMAs screen projects based on the adopted eligibility criteria.
- b. With review from their bicycle and pedestrian committees (or other committees with bicycle and pedestrian interests represented<sup>3</sup>) CMAs select projects for the County Portions based on criteria developed at the discretion of each CMA and identify projects for submittal to MTC for the competitive Regional Portion.

**Step 3:** CMAs submit to MTC:

- Board approved, prioritized list of projects for the County portion with recommended programming years for each project. MTC staff will review county lists for consistency with the adopted eligibility criteria. The amount of funds requested by a CMA in any year may not exceed the annual county target provided by MTC with the call for projects. A CMA may choose to defer selection of specific projects for FY 07/08 and FY 08/09 until early 2006, when the remainder of the STP and CMAQ funds will be programmed in preparation for the 2007 Transportation Improvement Program (TIP).
- Project applications for those projects to be considered for the Regional Portion.
- Documentation that the projects recommended for the County portion and those submitted for consideration for the Regional Portion were reviewed with both bicycle and pedestrian interests, as described under Step 2.

**Step 4:** MTC evaluates projects submitted by CMAs for consideration for the Regional Portion. The evaluation will be conducted with a committee of representatives from the Regional Bicycle Working Group, Regional Pedestrian Committee, Bay Area Partnership and MTC staff.

**Step 5:** MTC's Executive Director will make a funding recommendation to the Commission. The recommendation for the Regional Portion will be based on the evaluation in Step 4. The recommendation for the County Portion, will be based on the prioritized lists of projects submitted to MTC in Step 3. County priorities will be adhered to up to the 4-year county funding amount shown in Table 1. Projects with higher local match would receive priority for programming in the early years.

**Step 6:** Following Commission's approval, grant recipients will submit to MTC a board-approved resolution demonstrating commitment to fund and build the project and an opinion of legal counsel. The recipient will attend a workshop on implementation and the federal-aid process. Grant recipients will be required to take the project through the

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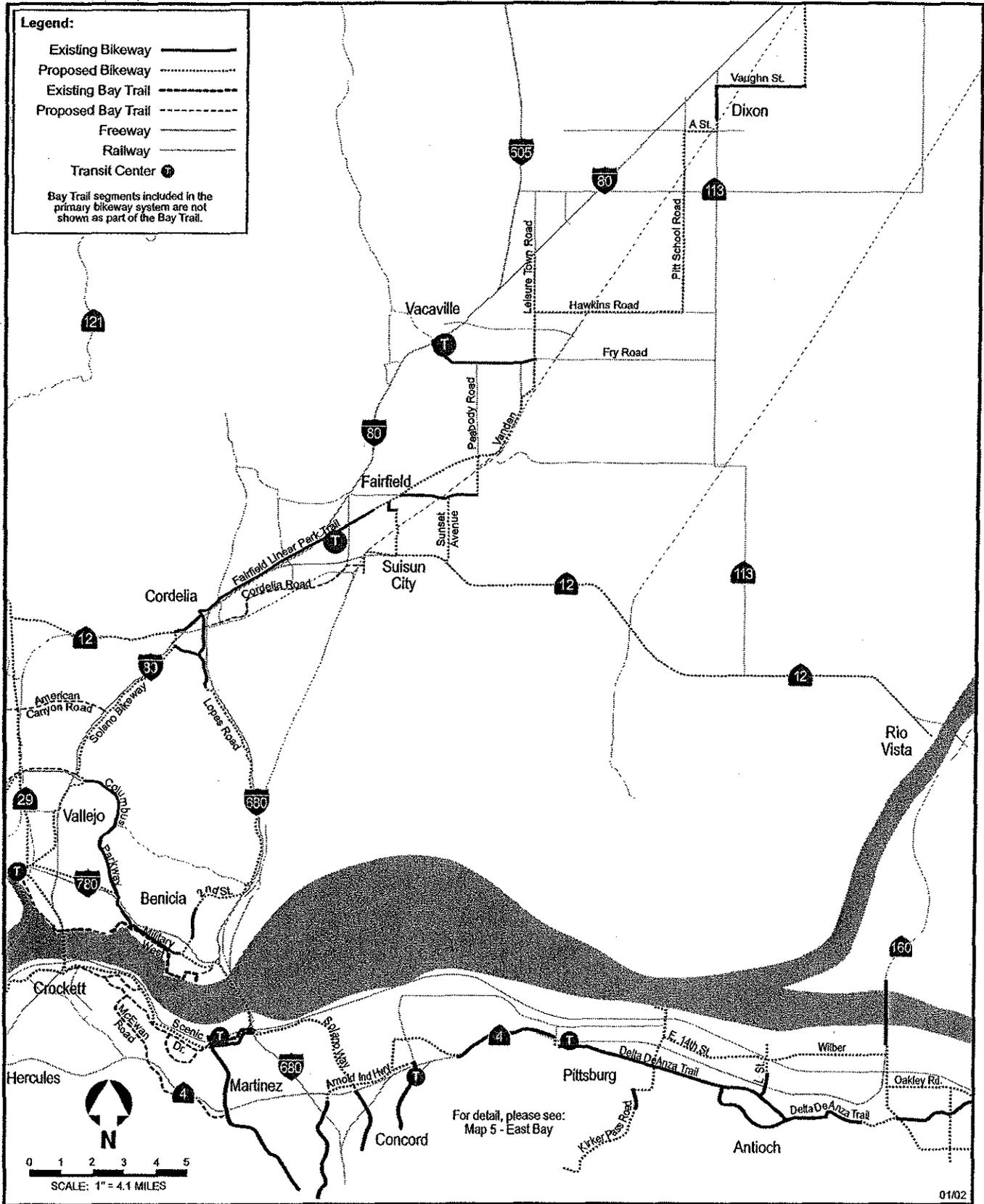
<sup>3</sup> Pedestrian representatives can include advocates, public works staff, parks and recreation staff, or other agency staff with responsibility for planning and implementing pedestrian improvements.

federal-aid process with Caltrans Local Assistance. Funds returned from the County portion may be reprogrammed to another project based on the recommendations from the CMA. Funds returned to the Regional Portion will be reprogrammed according to Commission policy.

**Crediting of Sales Tax funds**

Consistent with Resolution 3615, a CMAQ crediting option is available to counties with existing sales tax measures that commit a minimum of 5% of the sales tax measure funds to bicycle and pedestrian projects. Alameda and San Francisco counties meet this threshold and are eligible to exercise this crediting option. These counties can receive a CMAQ credit (of up to 60% of their 75% population-share funding distribution in the Regional Bicycle and Pedestrian Program) for county sales tax measure funds dedicated to regional bicycle and pedestrian projects eligible under these guidelines.

Credit will be given at the start of each cycle. As a condition for receiving credit in the next programming cycle, CMAs must report back to MTC at the end of each cycle with evidence that credited dollars were spent to implement eligible bike/pedestrian projects meeting the eligibility criteria in these guidelines. No credit will be allowed during the first two fiscal years of the program (FY 2005/06 and FY 2006/07).



**MAP 2 - SOLANO / CONTRA COSTA  
PROPOSED REGIONAL BIKEWAY SYSTEM**

FIGURE E-3



DATE: October 6, 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>Application Due</u>
Caltrans Transportation Planning Grant – Environmental Justice – Context Sensitive Planning for Communities	Norman Dong, Caltrans (916) 651-6889	<b>Due October 15, 2004</b>
Caltrans Transportation Planning Grant – Community-Based Transportation Planning	Stuart Mori, Caltrans, (916) 651-8204	<b>Due October 15, 2004</b>
Caltrans Transportation Planning Grant – FTA 5313(b) Transit Planning	Blesilda Gebreyesus, Caltrans (510) 286-5559	<b>Due October 15, 2004</b>
Caltrans Transportation Planning Grant – Partnership Planning	Erik Alm, Caltrans (510) 286-5513	<b>Due October 15, 2004</b>
Bikes Belong Grant Program	Tim Baldwin, Bikes Belong Coalition, (617) 426-9222	<b>Q4 – November 23, 2004</b>
California Resources Agency Environmental Enhancement and Mitigation Program (EEMP)	Dave Brubaker, CA Resources Agency, (916) 653-5656	<b>December 19, 2004</b>
Regional Bicycle and Pedestrian Program	Doug Johnson, MTC (510) 464-7846	<b>Due January 14, 2005</b>



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*FUNDING OPPORTUNITY:*

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

Applications due October 15, 2004

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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 - \$68,400 FY 03/04)
- Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development

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

Program Contact Person: Norman Dong, Caltrans, [Norman\\_dong@dot.ca.gov](mailto:Norman_dong@dot.ca.gov) (916) 651-6889

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

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*FUNDING OPPORTUNITY:*

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

Applications due October 15, 2004

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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 20% of the grant request is required, of which half may be in-kind.

Eligible Projects: Projects should involve conceptual-level planning and design activities that encourage community stakeholder collaboration and promote livable community concepts.

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

Program Contact Person: Stuart Mori, Caltrans, [stuart\\_mori@dot.ca.gov](mailto:stuart_mori@dot.ca.gov) (916) 651-8204

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

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*FUNDING OPPORTUNITY:*

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

Applications due October 15, 2004

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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/RTPs as applicants. Others may apply as sub-recipients. Contact Lisa Klein (510.464.7832) at MTC for their sub-recipient submittal schedule.

**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

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*FUNDING OPPORTUNITY:*

**Caltrans Transportation Planning Grant  
Partnership Planning**

Applications due October 15, 2004

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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/RTPs as applicants. Others may apply as sub-recipients. Contact Lisa Klein (510.464.7832) at MTC for their sub-recipient submittal schedule.

**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

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*FUNDING OPPORTUNITY:*

**Bikes Belong Grant Program**

Applications Due: 4<sup>th</sup> Quarter – November 23, 2004

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TO: STA Board  
FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities and the County of Solano are eligible.

Program Description: Bikes Belong is offering grants to address four specific goals:

- Ridership growth
- Leveraging funding
- Building political support
- Promoting cycling

Funding Available: Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.

Eligible Projects: Eligible projects include bicycle facility improvements, education, and capacity projects.

Further Information: Applications and grant information are available online at [www.bikesbelong.org](http://www.bikesbelong.org) Navigate to grant programs.

Bikes Belong Contact: Tim Baldwin, Bikes Belong Coalition,  
(617) 426-9222

STA Contact Person: Robert Guerrero, STA Associate Planner  
(707) 424-6014, [rguerrero@STA-SNCL.com](mailto:rguerrero@STA-SNCL.com)

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*FUNDING OPPORTUNITY:*

**California Resources Agency  
Environmental Enhancement and Mitigation Program (EEMP)**

Applications due December 19, 2004

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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/cemp\\_new.html](http://resources.ca.gov/cemp_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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*FUNDING OPPORTUNITY:*

**Regional Bicycle and Pedestrian Program**

Regional Program applications with Countywide projects list  
Due January 14, 2005

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TO: STA Board  
FROM: Sam Shelton, Planning Assistant

This summary of the Regional Bicycle and Pedestrian 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: Local governments, transit operators, and other public agencies that are eligible recipients of federal funds can apply. Community-based organizations and nonprofits may be co-partners but cannot receive the funds

Program Description: This program funds the development of the Regional Bikeway System and pedestrian safety and enhancement projects in the T-2030.

Funding Available: \$200 million over the next 25 years is available.  
\$32 million in the first four years is divided into two programs:

- Regional Program - \$8 million is available in FY 05/06, 06/07. Funding request shall be at least \$300,000 but not over \$4 million.
- Countywide Program – \$1,395,835 for Solano in FY 07/08, 08/09. Countywide funding request shall not exceed \$4 million.

Eligible Projects: Project activities eligible for funding include

- Pedestrian and bicycle facilities (including bike parking) that provide access to regional transit, lifeline transit, regional activity centers, or schools
- Bicycle facilities on the Regional Bicycle Network defined in the Regional Bicycle Plan
- Regionally significant pedestrian projects. Pedestrian projects are intended to be inclusive of facilities or improvements that accommodate wheelchair use.

Program Contact Person: Doug Johnson, MTC, [djohnson@mtc.ca.gov](mailto:djohnson@mtc.ca.gov), (510) 464-7846.

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

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