



Solano Transportation Authority

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Members:

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

MEETING NOTICE

December 8, 2004

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

6:00 P.M. Regular Meeting

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

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

ITEM

BOARD/STAFF PERSON

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

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Kim Cassidy, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting. | |
| V. | EXECUTIVE DIRECTOR’S REPORT
(6:10-6:15 p.m.) – Pg 1 | Daryl K. Halls |

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

- A. Caltrans Report**
- B. MTC Report** Yader Bermudez
- C. STA Report**
 - 1. Funding the Transit Element of the CTP** Elizabeth Richards
 - 2. Accelerated Project Delivery** Mike Duncan
 - 3. Proclamation of Appreciation – Risha Slade** Daryl Halls
 - 4. Letter of Appreciation to Yader Bermudez, Caltrans** Mike Duncan

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 October 13, 2004** Kim Cassidy
Recommendation: Approve minutes of October 13, 2004. – Pg. 9
- B. Review Draft TAC Minutes of December 1, 2004** Johanna Masielat
Recommendation: Receive and file. – Pg. 15
- C. FY 2003-04 Fourth Quarter Financial report** Mike Duncan
Recommendation: Receive & File - Pg. 21
- D. Contract Amendment for Specialized Legal Services** Daryl Halls
Recommendation:
Authorize the Executive Director to amend the consultant services agreement with Nossaman, Guthner, Knox & Elliott, LLP, for legal services associated with the development of the CTEP and Programmatic Environmental Impact Report (EIR) for the CTEP for an additional \$13,500 and a total amount not to exceed \$23,500. - Pg. 25
- E. Surplus of One Solano Paratransit Vehicle** Mike Duncan
Recommendation:
Authorize STA to dispose of one surplus Paratransit vehicle and approve Resolution No. 2004-___ “A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle”.- Pg. 27

VIII. ACTION ITEMS – FINANCIAL

None to present.

IX. ACTION ITEMS – NON FINANCIAL

- A. Countywide TLC Planning Grants Call for Projects** Robert Guerrero
Recommendation:
1. Issue a “Call for Projects” for Countywide TLC Planning Grants.
2. Approve the amendment to the Vacaville Creek Walk Extension to McClellan Street TLC Project for inclusion in the county TLC Program.
(6:35 – 6:40 p.m.) – Pg. 31
- B. Letter of Support to MTC for Caltrans Partnership Planning Grant/”Smarter Growth Along the I-80/Capitol Corridor”** Dan Christians
Recommendation:
Authorize the STA Chair to sign a Letter of Support for a Caltrans Partnership Planning Grant Application Submitted by MTC entitled “Smarter Growth along the I-80/Capitol Corridor”
(See Attachment B).
(6:40 – 6:45 p.m.) – Pg. 45
- C. Small UZA Payback Plan** Mike Duncan
Recommendation:
Authorize the Chair to forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.
(6:45 – 6:50 p.m.) – Pg. 57
- D. Proposed 2005 Legislative Priorities and Platform** Daryl Halls
Recommendation:
Authorize the Executive Director to distribute the Proposed STA 2005 Legislative Priorities and Platform for 30 day review and comment period.
(6:50 – 7:00 p.m.) – Pg. 63

X. INFORMATION ITEMS (No Discussion Necessary)

- A. Accelerated Project Delivery** Mike Duncan
Informational – Pg. 73
- B. Funding for Transit Element of the Comprehensive Transportation Plan** Elizabeth Richards
Informational – Pg. 75
- C. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)** Dan Christians/
Joe Story, DKS
Informational – Pg. 89
- D. STIP-TIP Financial Constraint** Mike Duncan
Informational – Pg. 101

- E. Highway Projects Status Report** Mike Duncan
- 1) **I-80/I-680/SR 12 Interchange**
 - 2) **North Connector**
 - 3) **I-80/I-680/I-780 MIS/Corridor Study**
 - 4) **I-80/I-680/I-780 Transit Corridor Study**
 - 5) **Caltrans Auxiliary Lanes Project**
 - 6) **Jepson Parkway**
 - 7) **Highway 37**
 - 8) **Highway 12 (Jameson Canyon and 12/29 Interchange)**
 - 9) **Highway 12 (East)**
 - 10) **I-80 Widening (Dixon to Vacaville)**
 - 11) **SR 113 (Downtown Dixon)**
- Informational* – Pg. 111
- F. Regional Measure 2 (RM2) Update and Revisions** Mike Duncan
- Informational* – Pg. 115
- G. Funding Opportunities Summary** Sam Shelton
- Informational* – Pg. 173

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

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



MEMORANDUM

DATE: December 1, 2004
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 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.

Measure A Narrowly Fails Passage

The results are in from the November 2, 2004 General Election and, with 63.88% of Solano County voters voting yes, Measure A narrowly failed to obtain the necessary 66.7% for passage. Staff is working with the Solano County Registrar of Voters to assemble the results of the election by city and precinct. On January 12, 2005, D.J. Smith, the consultant for the Measure A expenditure plan, will review the election results with the Solano Transportation Improvement Authority (STIA) Board.

Funding the CTP Continues with a Focus on Transit Capital and Operating *

In September 2005, I presented an overview of the Comprehensive Transportation Plan (CTP), highlighted the projected \$3 billion funding shortfall projected over the next 30 years, and the discussed the myriad of funding sources available in the future to fund a few of the projects contained in this plan. In October, Mike Duncan presented an informational report on the regional, state and federal funds expected to be available over the next 25 years to fund the Arterials, Highways, and Freeways Element of the CTP. This month, Elizabeth Richards will continue this discussion with a presentation on the local, regional, state and federal funds currently and expected to be available over the next 25 years to fund transit capital and operating for Express and Commuter Bus and Ferry Services, current Inter-city and future Commuter Rail, and local and countywide Paratransit Services. These services comprise the Transit Element of the STA's Comprehensive Transportation Plan (CTP).

STA Lands Federal Appropriations Earmarks for Two Solano County Projects

Last week, the STA learned that two priority transportation projects have been slated to receive federal earmarks thanks to the assistance of Congressman George Miller and Congresswoman Ellen Tauscher. The Vallejo Intermodal (Ferry/Bus) Station is

scheduled to receive \$1.25 million and the Fairfield/Vacaville Intermodal (Rail/Bus) Station has been targeted to receive \$500,000.

Marci Coglianese and Rischa Slade to Depart STA *

Last month, the STA Board recognized the many of contributions of departing Rio Vista Mayor Marci Coglianese by honoring her with the STA special award at the 7th Annual STA Awards. This month, we will be thanking departing Vacaville Council Member Rischa Slade for her many years of service, dedication and accomplishments in support of transportation issues and projects of importance to the City of Vacaville and Solano County.

Caltrans Plans Ribbon Cutting Event for I-80/I-680 Auxiliary Lanes Project

Caltrans has tentatively set the date and time of Friday, December 17, 2004, at 10:30 a.m. to commemorate the completion of the I-80/I-680 Auxiliary Lane project with a ribbon cutting event. STA staff is working with Caltrans to confirm the location and speakers for the event. In addition, we have begun initial preparation for a similar event to celebrate the completion of phase 2 of the SR 37 widening project. This event will likely be held sometime in late February or March 2005. Staff will schedule both events on your calendar when they are confirmed.

STA and MTC Co-host Unmet Transit Needs Hearing for FY 2005/06

On Wednesday, December 1, 2004, STA and the Metropolitan Transportation Commission (MTC) co-hosted the Unmet Transit Needs Hearing for FY 2005-06. STA Board Member and MTC Commissioner Jim Spering and Alameda County Supervisor and MTC Commissioner Scott Haggerty presided over the hearing. The Unmet Transit Needs Hearing is required in order for Solano County jurisdictions to be eligible to use a percentage of their local Transportation Development Act (TDA) funds for local streets and roads. Currently, the County of Solano and the cities of Dixon, Rio Vista, Suisun City and Vacaville opt to use a percentage of their TDA funds for streets and roads. The hearing was held at the Ulatis Community and Cultural Center in Vacaville.

Discussion of Legislative Priorities for 2005 *

Staff has prepared for review and discussion by the STA Board the draft Legislative Priorities and Platform for 2005. At this meeting, staff is recommending the Board distribute the platform for review and comment and then take formal action at the STA Board meeting of January 14, 2005. Our State Lobbyists, Shaw/Yoder, Inc., has been scheduled to attend this same STA Board meeting. Our Federal Lobbyist, Mike Miller with the Ferguson Group, has been invited to attend the Board meeting in February.

STA Committee Appointments Scheduled for January 2005

At the STA Board meeting on January 14, 2005, staff is planning to agendaize several committee appointments. These include the Capitol Corridor Joint Powers Authority

Board Alternate, Chair and at least two additional appointments for the Alternative Modes Committee, and selection of STA representatives to serve on the Yolo-Solano AQMD/STA Joint Screening Committee. At the same meeting, the selection of the new STA Chair and Vice-Chair for 2005 is scheduled. The new STA Chair is then tasked with selection of the Executive Committee for 2005. The new Chair is scheduled to take over at the February Board meeting.

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 st Century		



STA MEETING SCHEDULE
(For The Calendar Year 2004)
Updated 12/1/04

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Dec. 16	10:30 a.m.	I-80/I-680 Auxiliary Lane Dedication	TBD	
Dec. 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Dec. 22	1:30 a.m.	Technical Advisory Committee (TAC)	STA Conference Room	X



DATE: November 29, 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 October 13, 2004
- B. Review Draft TAC Minutes of December 1, 2004
- C. FY 2003-04 Fourth Quarter Budget Report
- D. Contract Amendment for Specialized Legal Services
- E. Surplus of One Solano Paratransit Vehicle



SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
October 13, 2004

I. CALL TO ORDER

Chair MacMillan called the regular meeting to order at 6:03 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
Ed Woodruff (Member Alternate)	City of Rio Vista
Jim Spering	City of Suisun City
Len Augustine	City of Vacaville
Pete Rey (Member Alternate)	City of Vallejo
John Silva	County of Solano

MEMBERS

ABSENT:

Marci Coglianesse	City of Rio Vista
Tony Intintoli	City of Vallejo

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
Robert Guerrero	STA-Associate Planner
Jennifer Tongson	STA-Projects Assistant

ALSO

PRESENT:

Morrie Barr	City of Fairfield
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Gary Cullen
Gian Aggarwal
Mark Akaba
Bernice Kaylin

Ron Richardson

City of Suisun City
City of Vacaville
City of Vallejo
League of Women
Voters Solano County
Jacob's Engineering Group

III. APPROVAL OF AGENDA

On a motion by Member Messina, and a second by Member Spring, 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:

- STA Board Sets Ambitious Overall Work Program
- Nominees for the 7th Annual STA Awards
- Funding the CTP Continues with a Focus on the Highways and Streets and Roads
- Linking Transportation and Land Use Planning with Adoption of Draft County TLC and Pedestrian Plans
- Board Meeting Cancelled for November

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

None Presented.

B. MTC Report:

Member Spring noted that the MTC Annual Report would be emailed before October 31, 2004.

C. STA Report

1. Presentation – Funding the Arterials, Highways, and Freeways Element of the CTP

Mike Duncan

Mike Duncan provided an update on funding the Arterials, Highways, and Freeways Element of the CTP

2. Announcement of Nominees for the 7th Annual STA Awards – November 10, 2004

Jennifer Tongson

Jennifer Tongson announced nominees for the 7th Annual STA Awards ceremony.

3. **Cancel STA Board Meeting of November 10, 2004**
The STA Board approved by consensus cancellation of the November 10, 2004 STA Board meeting.

Daryl Halls

VII. CONSENT CALENDAR

On a motion by Member Spering and a second by Member Augustine, the consent items were approved with the exception of Agenda Item VII.A, *STA Board Minutes of September 8, 2004*, which was pulled for separate discussion by Chair MacMillan.

B. Review Draft TAC Minutes of September 29, 2004

Recommendation: Receive and file.

C. Modification to Classification Range for Financial Analyst/Accountant

Recommendation:

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 savings 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

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.

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

Recommendation:

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

F. Support of Welfare to Work LIFT Grant Applications

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.

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

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.

A. STA Board Minutes of September 8, 2004

Recommendation: Approve STA Board minutes of September 8, 2004.

Chair MacMillan requested an amendment to the STA Board minutes of September 8, 2004 as follows: Chair MacMillan abstained from the vote on Agenda Item IX.A (Legislative Update – September 2004).

On a motion by Member Messina, and a second by Member Spring, the STA Board approved Agenda Item VII.A as amended.

IX. ACTION ITEMS: NON-FINANCIAL

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

Daryl Halls reviewed 42 specific projects and programs currently on the STA Board adopted Priority Projects List and Overall Work Plan for FY 2004-05 and FY 2005-06, including the projects deleted or modified to reflect an updated status. He indicated that five new tasks have been added, and if the STA Board approves the Overall Work Plan, staff will evaluate available fund sources and resources, and develop a comprehensive plan to fund priority projects that are currently unfunded.

Recommendation:

Approve the following:

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

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

B. MTC Transit Connectivity Study

Daryl Halls provided an overview of MTC's draft Transit Connectivity Study and reviewed the study's key findings that identified four barriers to transit connectivity. He further noted the Transit Connectivity Study's recommendations and the staff recommendation to add the Fairfield Transportation Center to the list of Regional Transit Hubs because of its central location and multiple express bus connections.

Recommendation:

Approve the following:

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.

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

C. 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 noted the TLC Plan identifies approximately \$68 million in TLC projects countywide. He indicated that upon adoption by the STA Board the TLC Plan will be incorporated into the Alternative Modes Element of the Solano Comprehensive Transportation Plan and that only projects listed in the TLC Candidate Projects list would be eligible for TLC funds allocated by the STA.

Recommendation:

Approve the following:

Approve the Solano Countywide Transportation for Livable Communities Plan.

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

D. 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 and that stand-alone pedestrian projects have a total estimated cost of \$25 million over 25 years. He indicated the Countywide Pedestrian Plan will be included as part of the Alternative Modes Element of the Comprehensive Transportation Plan when approved by the STA Board.

Board Comments:

Vice Chair Courville requested that pedestrian friendly points of travel and ADA compliancy be taken into account in the plan.

Recommendation:

Approve the following:

Approve the Solano Countywide Pedestrian Plan.

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

X. INFORMATION ITEMS – No Discussion Necessary

- A. Funding the Arterials, Highways, and Freeways Element of the CTP**
- B. Status of Unmet Transit Needs Process for FY 2005-06**
- C. TLC Planning Grants**
- D. State Transportation Funding Update**
- E. Federal "First Cycle" STP/CMAQ/TE Obligation**
- F. Regional Local Streets and Roads Funding**
- G. MTC's Regional Bicycle/Pedestrian Program**

H. Funding Opportunities Summary

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The STA Board meeting was adjourned at 6:40 p.m. The next regular meeting of the STA Board is scheduled for **December 8, 2004, 6:00 p.m.** at Suisun City Hall Council Chambers.



**TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting of
December 1, 2004**

I. CALL TO ORDER

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

Present:

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

Others Present:

Ed Huestis	City of Vacaville
Gian Aggarwal	City of Vacaville
Cameron Oakes	Caltrans
Craig Goldblatt	MTC
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Robert Guerrero	STA
Sam Shelton	STA
Johanna Masiclat	STA

II. APPROVAL OF AGENDA

By consensus, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

- Caltrans:** Cameron Oakes announced that Yader Bermudez has been promoted to Deputy Director for Maintenance.
- MTC:** Craig Goldblatt announced to the TAC the Unmet Transit Needs Process meeting today at 6:00 p.m. at the Ulatis Community Center in Vacaville.
- STA:** Robert Guerrero reminded the TAC of MTC's Regional Bicycle and Pedestrian Program. All applications will need to be reviewed by the Bicycle Advisory Committee on December 16, 2004.

Robert also announced the Solano Countywide Pedestrian Plan and the Countywide Transportation for Livable Communities (TLC) Plan is now available on the STA's website.

Mike Duncan distributed and reported on MTC's December 1, 2004 memorandum regarding the STIP Project Delivery for Projects Programmed in FY 2004-05 and FY 2005-06.

Sam Shelton provided additional funding opportunity information for the Traffic Engineering Technical Assistance Program.

V. CONSENT CALENDAR

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

Recommendation:

- A. Minutes of the TAC Meeting of September 29, 2004
Recommendation: Approve minutes of September 29, 2004.
- B. STA Board Meeting Highlights –
October 13, 2004
- C. STIA Board Meeting Highlights –
October 13, 2004
- D. Updated STA Meeting Schedule for 2004
- E. Funding Opportunities Summary
- F. Surplus of One Solano Paratransit Vehicle

Recommendation:

Recommend the STA Board of Directors approve Resolution No. 2004-__ "A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle".

VI. ACTION ITEMS

A. Letter of Support to MTC for Caltrans Partnership Planning Grant/"Smarter Growth Along the I-80/Capitol Corridor"

Dan Christians reviewed the purposes and objectives of the grant application to be submitted to MTC for a joint planning project for a 2005-06 Caltrans Partnership Planning grant entitled "Smarter Growth Along the I-80/Capitol Corridor". The study area would include Solano, Yolo, Sacramento and Placer counties.

Recommendation:

Recommend the STA Board approve a Letter of Support to MTC for Caltrans Partnership Planning Grant/"Smarter Growth Along the I-80/Capitol Corridor".

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

B. Countywide TLC Planning Grants Call for Projects

Robert Guerrero recommended the STA issue a call for projects for Countywide TLC planning grants. He noted that after the STA Board approves a Call for Projects, STA will distribute a TLC planning grant application. Applicants will be required to have a resolution of support from their Council or Board due to STA no later than February 9, 2005.

Dale Pfeiffer, City of Vacaville, proposed an amendment to an existing Vacaville TLC Project, Vacaville Creek Walk Extension to McClellan Street.

The TAC unanimously approved the proposal by the City of Vacaville.

Recommendation:

1. Recommend the STA Board issue a "Call for Projects" for Countywide TLC Planning Grants.
2. Recommend the STA Board approve the amendment for the Vacaville Creek Walk Extension to McClellan Street.

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

C. Proposed 2005 Legislative Priorities and Platform

Daryl Halls summarized the proposed draft with recommended modifications of the STA's 2005 Legislative Platform and Priorities to be distributed to the STA Board for 30-day review and comment. The recommended modifications to the proposed draft are Legislative Priority# 6, Legislative Priority #7, Legislative Platform Item I.1, and Legislative Platform Item X.2.

Dale Pfeiffer, City of Vacaville, requested some clarifications and modifications to different sections of the platform.

Recommendation:

Forward the Proposed STA 2005 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30 day review and comment including the clarifications and modifications identified during the meeting.

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

D. Small UZA Payback Plan

Mike Duncan outlined the “remedial plan” addressed by Caltrans in their September 27, 2004 letter to MTC to recover \$1,490,209 federal advanced funds made to Santa Rosa. He explained the recovery of funds would occur over three federal fiscal years from allocations to the UZAs in the MTC region that are identified in the Governors apportionment. The proposal by Caltrans would take almost \$900,000 from Vallejo, Fairfield, and Vacaville transit funds to cover the “debt” owned by Santa Rosa.

Recommendation:

Recommend the STA Board authorize the Chair forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.

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

VII. INFORMATION ITEMS

A. Funding for Transit Element of the Comprehensive Transportation Plan

Elizabeth Richards presented a general overview of the \$441 million funding shortfall for the capital and operating costs of intercity bus service, intercity passenger rail, ferry services, intercity transit service for senior and disabled (Paratransit), and support systems. She also identified the primary sources of funding for the needs in the Transit Element of the CTP.

B. Solano/Napa Mutli-Modal Travel Demand Model (Phase 1)

Dan Christians provided an update on the development of the Solano/Napa Model. The model is scheduled to be presented at the STA Board meeting on December 8, 2004.

Dan also distributed a memo, dated November 30, 2004, “Update on Development of the Solano/Napa Model” prepared by DKS Associates.

C. Wrap up of Results of Measure A

Daryl Halls provided a summary wrap up of the election results on Measure A, which failed to achieve the required 2/3 vote for passage of a local transportation sales tax. He noted that STA staff will be seeking direction from the STA Board at the January 12, 2004 meeting regarding next steps in pursuit of a local funding source to help alleviate the estimated \$3 billion transportation funding shortfall projected over the next 25 years.

D. STIP-TIP Financial Constraint

Mike Duncan discussed MTC's proposed strategy to reconstrain the Bay Area TIP while the TIP Air Quality Conformity Analysis is underway in conjunction with adoption of T-2030. He provided additional information for the RTIP and ITIP showing the proposed changes reflecting in the reconstrained TIP.

E. Accelerated Project Delivery

Mike Duncan reviewed Solano County's position to compete for limited State and Federal funds for major highway projects and the project development schedule for competitive projects to be included in the State Transportation Improvement Program (STIP).

F. Highway Projects Status Report

- 1) I-80/I-680/SR 12 Interchange
- 2) North Connector
- 3) I-80/I-680/I-780 MIS/Corridor Study
- 4) I-80/I-680/I-780 Transit Corridor Study
- 5) Caltrans Auxiliary Lanes Project
- 6) Jepson Parkway
- 7) Highway 37
- 8) Highway 12 (Jameson Canyon and 12/29 Interchange)
- 9) Highway 12 (East)
- 10) I-80 Widening (Dixon to Vacaville)
- 11) SR 113 (Downtown Dixon)

Mike Duncan provided a status report on the major highway projects in Solano County. He also distributed a revised report adding Item# 11 SR 113 (Downtown Dixon) to the list of highway projects as requested by City of Dixon's Janet Koster.

G. Regional Measure 2 (RM2) Update and Revisions

Mike Duncan provided an update on the proposed RM2 Operating Support Program for Regional Express Bus (REB) and RM2 Policies and Procedures Revisions and Addition of RM2 Performance Measures for Transit Operating.

H. Final Review of the Needs Assessments in the Arterials, Highways and Freeways Element of the CTP 2030

Sam Shelton requested each TAC member review and provide final changes to the “Needs on Routes of Regional Significance, Draft CTP Update:” and “Needs Assessment” appendix (local needs listing) prior to or at the next TAC meeting on December 22, 2004. He stated that final input will help STA prepare the final CTP update for a TAC action item at the January 26, 2005 TAC meeting.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:40 p.m.. The next regular meeting of the STA TAC is scheduled for **Wednesday, December 22, 2004 at 1:30 p.m.**



DATE: December 1, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Finance Consultant
RE: FY 2003-04 Fourth Quarter Financial Report

Background:

In December 2003 the STA Board approved the mid-year revision to the adopted FY 2003-04 STA budget. In May 2004 a third quarter financial report was presented to the STA Board, indicating that expenditures for the year through March 2004 were within anticipated revenues. In the final quarter of the fiscal year minor budget modifications were made to conform the budget to the accounting system. With the close of the fiscal year, the final financial records upon which the annual audit is based are available. This information has been compiled and is presented as the FY 2003-04 fourth quarter financial report.

Discussion:

The FY 2003-04 fourth quarter financial report is shown in Attachment A. This report accounts for revenues and expenditures for the period from July 1, 2003 through June 30, 2004. This year-end report indicates that expenditures for the previous fiscal year were within the available revenues.

Budget versus actual variances in department management/administration expenses are due largely to partial year vacancies (unfilled positions), or slightly lower than budgeted benefits costs. Expenditures for several studies such as the local transit studies, and SNCI programs such as the Incentives program and guaranteed ride home program were less than the budgeted amounts. The revenue for these studies and programs is carried into FY 2004-05. Similarly, multi-year projects such as the I-80/I-680/SR 12 Interchange PA/ED may have annual budget variances where expenditures are greater than or less than the budgeted amount on an annual basis, but the total project expenditures are within budget over time.

Solano Paratransit services do not generally flow through the STA budget. However, STA is the owner of vehicles used in the Solano Paratransit service. In FY 2003-04, certain vehicles were at the end of their useful life and were sold. The revenues from the sale and expenditure for radios and antennae for the replacement vehicles are reflected in STA's budget and as of the fourth quarter of the year.

The year-end STA fiscal audit is under way and will be delivered soon. No significant findings are anticipated. Following completion of the Annual Audit for FY 2003/04, staff will agendize for Board consideration a FY 2004/05 budget amendment that will include recommendations for programming of FY 2003/04 carry over funds.

Recommendation:

Receive and file

STA QUARTERLY FINANCIAL REPORT
Fourth Quarter FY 2003-04 (100% of Year Complete)
 July 1, 2003 - June 30, 2004

REVENUES			
Operations	FY 03-04 Adopted	Received YTD	%
Gas Tax (Reserve Account)	\$50,000	\$50,000	100%
Interest	\$0	\$13,945	
STP	\$540,343	\$490,381	91%
Gas Tax	\$237,320	\$237,320	100%
YSAQMD	\$37,000	\$37,000	100%
STIP	\$263,723	\$263,012	100%
TCRP 25.2	\$35,500	\$20,248	57%
DMV/AVA	\$5,000	\$5,000	100%
STIP-TAP	\$40,600	\$69,562	147%
TCRP 25.3	\$30,400	\$34,383	113%
PCRCP	\$3,500	\$2,322	66%
TCI	\$339,929	\$295,080	87%
Trails	\$60,000	\$66,987	112%
TDA Art. 4/8	\$464,248	\$441,561	95%
TDA Art. 3	\$43,081	\$43,081	100%
TFCA	\$353,366	\$236,524	67%
STAF	\$532,000	\$717,804	135%
LIFT	\$33,000	\$0	0%
CBO	\$50,000	\$28,579	57%
RIDES	\$358,441	\$348,511	98%
State TEA	\$23,538	\$25,209	107%
Other Revenue	\$0	\$10,949	
Sponsors	\$25,000	\$22,750	91%
Subtotal	\$3,523,989	\$3,450,208	98%

TFCA Programs			
Operations	FY 03-04 Adopted	Received YTD	%
TFCA	\$349,475	\$324,997	93%
Subtotal	\$349,475	\$324,997	93%

Abandoned Vehicle Abatement			
Operations	FY 03-04 Adopted	Received YTD	%
DMV	\$345,000	\$349,355	101%
Subtotal	\$345,000	\$349,355	101%

Jepson Parkway			
Operations	FY 03-04 Adopted	Received YTD	%
STIP	\$220,000	\$302,942	138%
Demo 1528	\$1,500,000	\$1,500,967	0%
Subtotal	\$1,720,000	\$1,803,909	105%

North Connector			
Operations	FY 03-04 Adopted	Received YTD	%
TCRP 25.2	\$986,800	\$885,426	90%
Subtotal	\$986,800	\$885,426	90%

Solano Paratransit			
Operations	FY 03-04 Adopted	Received YTD	%
Sale of Property	\$0	\$6,550	
Subtotal	\$0	\$6,550	

I-80/680/780 Transit Study			
Operations	FY 03-04 Adopted	Received YTD	%
PCRCP	\$223,859	\$220,813	99%
Subtotal	\$223,859	\$220,813	99%

I-80/680/780 Corridor Study (Seg 2-5)			
Operations	FY 03-04 Adopted	Received YTD	%
STP	\$333,800	\$190,459	57%
SP&R	\$252,940	\$252,910	100%
STIP (PPM)	\$0	\$0	
Subtotal	\$586,740	\$443,369	76%

I-80/680/12 PA/ED			
Operations	FY 03-04 Adopted	Received YTD	%
TCRP 25.3	\$1,860,500	\$788,684	42%
Subtotal	\$1,860,500	\$788,684	42%

Solano Paratransit Operations			
Operations	FY 03-04 Adopted	Received YTD	%
STAF	\$0	\$17,080	
Subtotal	\$0	\$17,080	

Route 30			
Operations	FY 03-04 Adopted	Received YTD	%
Interest	\$0	\$2,222	
Subtotal	\$0	\$2,222	

TOTAL, ALL REVENUE	\$9,596,363	\$8,292,614	86%
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EXPENDITURES			
Operations	FY 03-04 Adopted	Spent YTD	%
Operations Management/Administration	\$945,218	\$861,526	91%
STA Board of Directors	\$44,600	\$34,859	78%
Expenditure Plan	\$177,642	\$163,966	92%
Contributions to STA Reserve Account	\$0	\$0	
Subtotal	\$1,167,460	\$1,060,351	91%

SNCI			
Operations	FY 03-04 Adopted	Spent YTD	%
SNCI Management/Administration	\$389,909	\$364,790	94%
Employer/Van Pool Outreach	\$10,000	\$7,816	78%
SNCI General Marketing	\$72,841	\$29,806	41%
Fall Campaign	\$20,000	\$2,062	10%
Bike to Work Campaign	\$10,000	\$9,590	96%
BikeLinks Maps	\$13,000	\$9,887	76%
Incentives	\$60,000	\$11,067	18%
Specialized City Services	\$10,000	\$2,535	25%
Guaranteed Ride Home Program	\$10,000	\$326	3%
Transit Management Administration	\$0	\$0	0%
Rio Vista Van Pool Program	\$33,000	\$0	0%
Community Based Transit Study	\$39,285	\$28,580	73%
Local Transit Studies	\$154,956	\$26,662	17%
Subtotal	\$822,991	\$492,120	60%

Project Development			
Operations	FY 03-04 Adopted	Spent YTD	%
Project Management/Administration	\$63,012	\$72,001	114%
STIP Project Monitoring	\$40,600	\$37,867	93%
Traffic Safety Plan Update	\$5,000	\$0	0%
Union St/Main St. Feasibility Study	\$10,000	\$0	0%
Regional Impact Fee Feasibility Study	\$0	\$0	0%
SR 113 MIS/Corridor Study	\$0	\$0	0%
SR 12 Bridge Study	\$0	\$0	0%
Jepson Parkway EIR	\$1,720,000	\$1,814,793	106%
North Connector PA/ED	\$986,800	\$881,911	89%
Solano Paratransit Capital	\$0	\$4,665	
I-80/680/780 Corridor Transit Study	\$223,859	\$227,786	102%
I-80/680/780 Corridor Study (Seg. 2-5)	\$289,715	\$289,685	100%
I-80/680/780 Corridor MIS	\$329,502	\$210,467	64%
I-80/680/12 Interchange PA/ED	\$1,860,500	\$785,780	42%
Subtotal	\$5,528,988	\$4,324,954	78%

Strategic Planning			
Operations	FY 03-04 Adopted	Spent YTD	%
Planning Management/Administration	\$154,653	\$140,992	91%
SolanoLinks Marketing	\$55,000	\$23,687	43%
General Marketing	\$55,000	\$21,528	39%
Events	\$37,000	\$17,317	47%
Model Development/Maintenance	\$283,723	\$253,047	89%
Solano County TLC Program	\$150,000	\$96,317	64%
Comprehensive Transportation Plan	\$25,000	\$25,000	100%
Countywide Pedestrian/Trails Plan	\$91,538	\$103,331	113%
Countywide Bicycle Plan	\$35,081	\$28,650	82%
2001-02 Bike Route Signs	\$5,000	\$1,400	28%
Senior and Disabled Transit Study	\$90,000	\$69,562	77%
Transit Consolidation Feasibility Study	\$0	\$0	0%
Dixon/Auburn Rail Study	\$10,000	\$10,000	100%
Oakland/Auburn Commuter Rail Study	\$25,000	\$2,875	11%
FF/VV Rail Station Design	\$60,000	\$5,450	9%
Route 30	\$237,065	\$237,065	100%
Suisun Amtrak Lot	\$339,929	\$295,080	87%
TFCA Programs	\$705,061	\$507,591	72%
DMV Abandoned Vehicle Abatement	\$353,671	\$349,355	99%
Subtotal	\$2,712,721	\$2,188,247	81%

Route 30			
Operations	FY 03-04 Adopted	Spent YTD	%
Operating Subsidy	\$0	\$60,000	
Subtotal	\$0	\$60,000	

TOTAL, ALL EXPENDITURES	\$10,232,160	\$8,125,672	79%
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DATE: November 30, 2004
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Amendment for Specialized Legal Services

Background:

In 2004, the Solano Transportation Improvement Authority (STIA) developed and approved the expenditure plan for Measure A, a proposal to raise the county sales tax by ½ cent over a 30 year timeframe to fund an estimated \$1.4 billion countywide transportation expenditure plan titled the "Traffic Relief Plan for Solano County". On November 2, 2004, Measure A was supported by 63.88% of Solano County voters that cast their vote during this election, but the measure failed to attain the 2/3 (66.7%) voter threshold of Solano County voters necessary for passage.

CONSULTANT AND LEGAL ASSISTANCE TO SUPPORT DEVELOPMENT OF THE EXPENDITURE PLAN

In support of the Traffic Relief Plan for Measure A, the Solano Transportation Authority (STA) funded the following:

1. An update to the Programmatic Environmental Impact Report (EIR) for the expenditure plan
2. Consultants to assist in the development of the expenditure plan and the public education and information effort, and legal services
3. Two public information brochures and website describing the projects in the expenditure plan
4. Specialized Legal Services

The private sector retained and funded separately a campaign consultant and pollster to guide the efforts of the Measure A campaign.

On January 14, 2004, the STA Board approved authorizing the Executive Director to retain consultant assistance to assist the Board and staff in the development of the following tasks for an amount not to exceed \$125,000:

1. Expenditure Plan Coordination/Public Input/Public Information
2. Update of the Programmatic EIR for the CTEP
3. Legal Services

On February 11, 2004, the STA Board authorized the Executive Director to retain the consultant services of Smith, Watts & Company for coordination of the development of

the expenditure plan, public input process and public information materials for an amount not to \$10,000. Subsequently, the STA Board authorized increasing this contract to \$25,000 to cover the cost of coordinating an expanded public input process and the development of additional public information materials. As part of the action on February 11, 2004, the STA Board also authorized the Executive Director to retain the consultant services of Nossaman, Guthner, Know & Elliott, LLP, for legal services associated with the development of the County Transportation Expenditure Plan and the Programmatic Environmental Impact Report (EIR) for the CTEP for an amount not to exceed \$10,000.

Discussion:

On July 14, 2004, the STA Board authorized the allocation of additional funds for CTEP specific consultant services. As part of this action, staff informed the Board that \$5,000 in additional funds would be reserved to cover the anticipated cost of some remaining specialized legal services to be performed by Stan Taylor (Nossaman, Guthner, Knox & Elliott, LLP) pertaining to the final review and preparation of the sales tax ordinance, ballot summary and public noticing procedures. Based on a number of questions raised by members of the STIA Board and the public, staff utilized Stan Taylor's legal services for some additional research tasks beyond the initial timeframe and scope of the contract. This has resulted in an aggregate cost of specialized legal services of \$23,500 in support of the CTEP. Originally, staff and STA legal counsel had estimated a total expenditure of \$15,000.

Staff has reviewed all of the actual expenditures for consultant services in support of the development of CTEP and has identified enough cost saving from the other CTEP consultant services contracts to cover the additional costs of the specialized legal services with the funds already authorized previously by the STA Board for the development of the CTEP. Staff recommends the STA Board approve authorizing the Executive Director to amend the contract for specialized legal services with Nossaman, Guthner, Knox & Elliott, LLP, for an amount not to exceed \$13,500.

Fiscal Impact:

The estimated cost for this contract amendment is \$13,500 and can be covered through expenditure savings from the other CTEP related consultant contracts previously authorized by the STA Board.

Recommendation:

Authorize the Executive Director to amend the consultant services agreement with Nossaman, Guthner, Knox & Elliott, LLP, for legal services associated with the development of the CTEP and Programmatic Environmental Impact Report (EIR) for the CTEP for an additional \$13,500 and a total amount not to exceed \$23,500.



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Surplus of One Solano Paratransit Vehicle

Background:

The Solano County Paratransit Program is managed by the Solano Transportation Authority and operated by Fairfield-Suisun Transit through an agreement with the STA. This program serves elderly and disabled residents of northern Solano County (Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Solano County), providing special transit services for these residents. The Solano Transportation Authority owns ten small buses that are used for Solano Paratransit Program operations.

Discussion:

Over the past few years, STA has been able to replace several of the older Solano Paratransit buses. As buses are replaced, the older vehicles are disposed of by surplus action. Currently, one vehicle is surplus due to its age and number of miles and is scheduled for disposal by auction or direct sale. Fairfield-Suisun Transit will dispose of the vehicle and will provide the net proceeds from the disposal of the vehicle to the STA. Proceeds from the disposal of the vehicle are returned to the Solano Paratransit vehicle capital account.

Fiscal Impact:

The disposal of the Solano Paratransit vehicle has no impact to the STA general fund. Proceeds from the sale of the vehicle will be returned to the Solano Paratransit capital fund.

Recommendation:

Authorize STA to dispose of one surplus Paratransit vehicle and approve Resolution No. 2004-__ "A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle".

Attachment

A. Resolution No. 2004-__

**RESOLUTION NO. 2004-
A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
DECLARING ONE SURPLUS VEHICLE**

WHEREAS, one Solano Paratransit vehicle has been identified by staff as surplus and the identification is attached as *Exhibit I*; and

WHEREAS, said item in *Exhibit I* is hereby deemed to be of no benefit to the Solano Transportation Authority.

NOW THEREFORE BE IT RESOLVED, that the Board of the Solano Transportation Authority does hereby declare said item in *Exhibit I* to be surplus and directs the Executive Director to authorize and approve the disposition of said items by any of the following methods: Individual Advertisement, Bid, and Sale for items valued in excess of \$500; Delivery and Sale through Contracted Private Auctioneer.

PASSED AND ADOPTED at a regular meeting of the Solano Transportation Authority Board of Directors, duly held on December 8, 2004.

Karin MacMillan
Chair

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

Daryl K. Halls
Executive Director

Attested:

Kim Cassidy, Clerk of the Board

EXHIBIT I

SURPLUS VEHICLE LIST

YEAR	MAKE	MODEL	VIN	DISPOSITION
1992	Ford	12/8+2 Bus	1FDKE37M2NHB18348	Surplus



DATE: December 1, 2004
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Countywide TLC Planning Grants Call for Projects

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.

MTC's TLC program includes 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. As part of the STA's Countywide TLC program, limited planning funds are available through the Transportation Planning Land Use Solutions (T-PLUS) Program, which was increased to a maximum of \$50,000 over a two-year period per project, based on the TAC's recommendation at their August 25, 2004 meeting.

A few key activities recently completed related to the Countywide TLC program include:

- 1) *Solano Candidate TLC Project Field Review meetings* **Summer 2004**
- 2) *STA Board Adopted Countywide TLC Guidelines* **September 8, 2004**
- 3) *STA Board Adopted TLC Plan* **October 13, 2004**

Discussion:

STA staff is recommending the STA Board issue a call for projects for Countywide TLC planning grants. The STA will distribute a TLC planning grant application consistent with the Solano Countywide TLC Guidelines (Attachment A) shortly after the STA Board approves a Call for Projects. Applications will be due to the STA by January 28, 2005 with the STA Board subsequently approving the award of planning grants.

Applicants will be required to have a resolution from their council or board committing support and local match for their TLC planning grant request. The resolutions will be accepted by STA staff after the January 28th application deadline, but no later than February 9, 2005.

The STA is attempting to increase the planning funds based on the needs expressed by several member agencies to develop and refine their conceptual projects in preparation for future TLC capital funds. Staff is currently investigating options to increase the TLC Planning Grants budget (through June 30, 2006) to approximately \$150,000 to \$200,000 by utilizing future T-PLUS funds as well as other potential federal funds.

The City of Vacaville requested an expansion of the Vacaville Creek Walk Extension to McClellan Street TLC project to include the adjacent downtown and consisting of residential, commercial and retail areas. This area is identified as a redevelopment area and the City is pursuing integrating TLC components into this area. This project was approved as one of the projects in the adopted TLC plan for Solano County.

The STA TAC and Consortium unanimously voted to recommend the STA Board issue a 'Call for Projects' for Countywide TLC Planning Grants at their December 1, 2004 meetings. The TAC also recommended approval of an amendment to the Vacaville Creek Walk Extension to McClellan Street Project to include the adjacent multi-use downtown commercial/retail/residential area within the project.

Recommendation:

1. Issue a 'Call for Projects' for Countywide TLC Planning Grants.
2. Approve the amendment to the Vacaville Creek Walk Extension to McClellan Street TLC Project for inclusion in the county TLC Program.

Attachment:

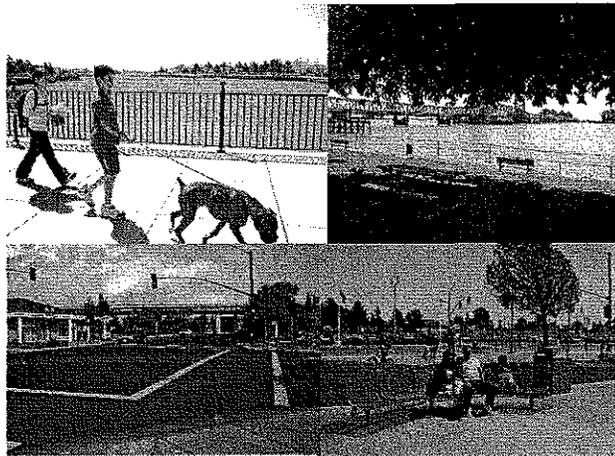
- A. Solano TLC Program Guidelines
- B. Vacaville Creek Walk Extension to McClellan Street Project Location Map

SOLANO TRANSPORTATION AUTHORITY

Solano Countywide
Transportation for Livable
Communities (TLC) Program

Guidelines

September 2004



DRAFT COUNTYWIDE TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM GUIDELINES

COMMUNITY DESIGN PLANNING PROGRAM

TRANSPORTATION PLANNING LAND USE SOLUTIONS (T-PLUS)

Program Description

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

Who Can Apply?

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

How Much Funding is Available?

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

Eligible Activities

Project activities eligible for funding include conducting community design and visioning workshops; designing streetscape improvements that promote pedestrian, bicycle and transit activities; preparing neighborhood revitalization plans to strengthen community identity; developing transportation and land-use plans for redevelopment areas or preparing concept plans, drawings and design guidelines for capital projects.

How will Projects be Evaluated?

Part One: Evaluation Criteria

1. Study Need

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

2. TLC Program Goals

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

3. Project Scope

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

4. Project Administration

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

- c. Project sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible.

5. Solano Comprehensive Transportation Plan

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

Part Two: Additional Factors

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

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

Application Process

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

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

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

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

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

CAPITAL PROGRAM

COUNTYWIDE TLC & TE CAPITAL PROGRAM

Program Description

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

Who Can Apply?

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

How Much Funding is Available?

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

Eligible Activities

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

How will Projects be Evaluated?

Part 1: Project Readiness Criteria

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

1. Has a collaborative planning process involving the local government agency, community stakeholders, transit district(s), and others affected by the project taken place? (If the planning process has not been undertaken, please consider applying in a future cycle once the process is completed.)
2. Is the project fully funded with TLC capital funds? Is the project dependent upon other funding yet to be secured? Please provide a project budget showing all funding amounts and fund sources secured for the project, and describe how any funding shortfalls will be covered.
3. Is the project dependent upon another uncompleted major capital project?
4. What type of environmental document required by CEQA and NEPA will be (has been) prepared, and when would it be (was it) certified? What environmental issues may require more detailed study?
5. Is the project entirely within the local agency's right-of-way? Are any new right-of-way, permits or easements needed, and when would it be acquired (from non-TLC sources) if needed?
6. Is there a utility relocation phase within the project area but implemented separately from the project?
7. Have all affected departments within the local government agency, transit agency, and/or other public agency (1) been involved in the development of the project and (2) reviewed the project to ensure project feasibility?
8. Has your public works staff reviewed and approved the conceptual plan?
9. Is there significant local opposition that may prevent the project from meeting the funding obligation deadline?
10. Are there any pending lawsuits related to the project?

Part 2: Basic Eligibility Criteria

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

11. Project is adopted in the Solano Comprehensive Transportation Plan as part of the TLC Plan in the Alternative Modes Element
12. The funding request is greater than \$50,000 and less than \$500,000.
13. The project sponsor assures that a local match of at least 11.5 percent of the total project cost will be available.
14. The project sponsor agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the American with Disabilities Act (ADA).
15. The project is well-defined and results in a usable segment.
16. The project sponsor understands and agrees to the STA project delivery requirements as described below.

- a. Federal funds through the TLC Capital Grants program are fixed at the programmed amount, therefore any cost increase would not be funded through TLC.
- b. Projects are to be designed and built consistent with the project description contained in the grant application, and if approved, as programmed in the Transportation Improvement Program (TIP).
- c. A field review with Caltrans Local Assistance and STA staff will be completed within six (6) months of grant approval.
- d. The appropriate NEPA document for the project will be certified through the office of Caltrans Local Assistance within twelve (12) months of grant approval.
- e. The project design drawings will be submitted to STA for review and comment at various design stages, typically 30%, 60%, 90%, and 100% submittals.
- f. Completed Plans, Specifications, and Estimates (PS&E) package will be submitted to STA, MTC, and Caltrans Local Assistance by no later than April 1 in the year of regional obligation deadline.
- g. Federal funds will be obligated by the fund obligation deadline established by STA or MTC for this grant cycle.
- h. The “before” and “after” photos of the project will be sent to STA for use in publications, press releases, reports, etc. about the TLC program.
- i. STA will be notified immediately to discuss potential project implications that will affect the delivery of the project.
- j. The project sponsor commits to maintaining the project.

Part 3: Capital Evaluation Criteria

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

1. TLC Program Goals

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

2. Community Involvement

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

project was derived, or a conceptual design illustrating the project, has been prepared and made available to the public for review and comment.

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

3. Project Impact

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

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

4. Land Use Links

- Describe how the proposed project supports channeling new growth to areas of the region with established infrastructure and existing residential development, employment centers, and other major activity centers such as retail and cultural facilities.
- Describe how the proposed project is located in a project area that is currently zoned, or will be rezoned, to support the development of a diverse mix of housing (particularly high-density, affordable, and/or mixed-income developments), retail, commercial, or office uses.
- Describe how the proposed project is located in a project area where major transit infrastructure exists or is planned in to serve the land use developments.
- Describe how the proposed project directs investment to a traditionally low-income community, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole.
- Describe how the proposed project would help provide congestion relief by supporting increased use of transit, ridesharing, bicycle and pedestrian facilities and services.

Application Process

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

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

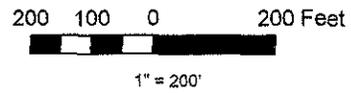
Step 3: STA evaluates project proposals with assistance from representatives from STA’s Screening Committee, approved by the Alternative Modes Committee.

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

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



VACAVILLE CREEK WALK EXTENSION
AMENDMENT



SOURCE: Vacaville Office of Housing and Redevelopment



DATE: November 29, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Letter of Support to MTC for Caltrans Partnership Planning Grant/
"Smarter Growth Along the I-80/Capitol Corridor"

Background:

Each year Caltrans awards Partnership Planning Grants to Metropolitan Planning Organizations such as the Metropolitan Transportation Commission (MTC) to conduct regional and statewide planning studies including corridor studies, land use/smart growth studies and studies of intermodal facilities. These grants are very competitive and letters of support are encouraged. In 2001-02, STA and MTC were successful in receiving a \$300,000 Partnership Planning grant for the I-80/I-680/I-780 Major Investment & Corridor Study.

For 2005-06, \$1,000,000 will be available statewide for Partnership Planning grants and a maximum grant cannot exceed \$300,000. Project benefits must include ways to:

- strengthen the economy;
- improve public involvement and consensus;
- collect data on state, regional and local transportation facilities; and
- improve the ability to plan and implement transportation service, systems and projects that improve mobility statewide.

Discussion:

With input from STA staff, MTC has put together and submitted the attached grant application for a 2005-06 Caltrans Partnership Planning grant entitled "Smarter Growth Along the I-80/Capitol Corridor" (see Attachment A). This joint planning study area would include Solano, Yolo, Sacramento and Placer counties.

One of the main purposes of the study is to compile the two regions' (MTC and Sacramento Area Council of Governments) demographic forecasts and growth scenarios, compare modeling projections and evaluate the transportation investments for the corridor. The study would also facilitate in-depth dialog among the two regions and the four counties located adjacent to the corridor.

Study objectives will include ways to pursue complementary land use patterns, better jobs-housing balance, and a stronger utilization of alternative travel modes including carpools, ridesharing, public transportation, walking and cycling. The study proposes to help fund Phase 2 of the new Solano Napa Travel Demand Model with \$75,000 to complete the transit model component.

The project would have a steering committee comprised of local government, STA, regional agencies, Caltrans, air districts and the business community.

On December 1, 2004, both the SolanoLinks Transit Consortium and the STA TAC supported this application request.

Recommendation:

Authorize the STA Chair to sign a Letter of Support for a Caltrans Partnership Planning Grant Application Submitted by MTC entitled "Smarter Growth along the I-80/Capitol Corridor" (see Attachment B).

Attachment:

- A. Caltrans Partnership Planning Grant Application entitled "Smarter Growth along the I-80/Capitol Corridor"
- B. Letter of Support for Caltrans Partnership Planning Grant Application Submitted by MTC for the I-80/Capitol Corridor (to be provided under separate cover)

2005-2006 Transportation Planning Grant Application Cover Sheet

Five complete hard copies of the application package for FY 2005/06 Transportation Planning Grant Program must be received by **5:00 pm on Friday, October 15, 2004** at the appropriate Caltrans District Planning Office. Applicants are also required to submit an electronic file of the application package in Microsoft Word. Submit additional sub-recipients (if more than one) on a separate sheet.

General Information
Grant Program: Partnership Planning
Project Title: Smarter Growth along the I-80/Capitol Corridor
Location (county/city): I-80/Capitol Corridor (Solano, Yolo, Sacramento, Placer counties)

	Applicants	Sub-recipient(s)
Organization	Metropolitan Transportation Commission	Association of Bay Area Governments, Sacramento Council of Governments, Solano Transportation Authority
Contact Person	James Corless	Ken Hough (SACOG)
Mailing Address	101 8 th Street	415 L Street, Ste 300
City	Oakland, CA	Sacramento, CA
Zip Code	94607	95814
E-mail	jcorless@mtc.ca.gov	khough@sacog.org
Telephone	(510) 464-7733	(916) 321-9000
Fax	(510) 464-7848	(916) 321-9551

Funding Information	Identify Fund Source
Grant Funds Requested	\$300,000 Partnership Planning
Cash Local Match	\$75,000 MTC/ABAG/SACOG
In-kind Local Match	\$20,000 MTC/ABAG/SACOG
Other Funding	--
Total Cost	\$395,000

To the best of my knowledge, all information contained in this proposal is true and correct.

Signature of Authorized Official (Applicant)

Steve Heminger

Print Name

Sacramento-Northeast Bay Area Joint Planning Project Smarter Growth Along the I-80/Capitol Corridor

II. PROJECT SUMMARY

Over the next two decades, growth pressures will increase significantly in both the San Francisco Bay Area and the Sacramento regions, specifically along the I-80/Capitol Corridor through Solano, Yolo, Sacramento and Placer counties. As the two regions try to manage this growth through a variety of incentives and planning efforts aimed at promoting more compact development patterns, they are doing so with only a minimal ability to exchange information, demographic data, and lessons learned.

The joint planning project proposed in this application will create a new interregional collaboration to provide a critical compilation of demographic projections and smart growth forecasts for the corridor. This information will be used to test the transportation and air quality impacts of smart growth plans and policies. Such comparative information will highlight critical public policy choices for transportation investments and land use decisions in the corridor and recommend changes to existing transportation and demographic models. A comprehensive assessment of the study, including the key policy implications, will be summarized in a final report that will be written for a statewide audience.

III. PURPOSE AND NEED

Both the San Francisco Bay Area and the Sacramento regions have recently undertaken comprehensive smart growth planning efforts to promote more compact development patterns and reduce the burden on regional transportation infrastructure. Both regions are planning to house more of their own workers, thus producing an improved jobs-housing relationship, fewer vehicle miles traveled, and reduced commuting from outside each region. Both regions are also planning for significant investments in future highway and transit infrastructure, including carpools, vanpools, Amtrak's Capitol Corridor, new commuter rail service, the widening of I-80 and more. The overall goal of the project is to maximize the effectiveness of transportation investments along the I-80/Capitol Corridor by better understanding and planning for future demand for jobs and housing in a way that minimizes traffic congestion and air pollution, maximizes travel in alternatives to single occupant vehicles, and supports the smart growth principles adopted by both regions.

The purpose of this joint planning proposal is to: (1) compile the two region's demographic forecasts and smart growth scenarios to compare and contrast key assumptions related to housing, employment, and travel growth trends; (2) compare the joint interregional projections with both local general plans along the corridor and the predicted future market demand for infill development and transit-oriented housing; (3) evaluate the transportation investment and air quality impacts of the two region's smart growth scenarios for the corridor; and (4) use the

findings and analysis from the compiled interregional projections to define key policy implications for the corridor from both transportation and land use perspectives, in addition assisting in the upgrades of, or recommend changes for, statewide, regional and local models that cover the corridor.

The project will be guided by an interregional steering committee comprised of members from the regional agencies, Caltrans, the air districts, and local governments along the corridor, along with representatives from economic, equity and environmental interests.

The joint planning project will also help to facilitate an in-depth dialogue among the two regions, Caltrans, local governments, transit providers, and the many stakeholders along the corridor. The project will focus on those areas along the I-80/Capitol Corridor, including Solano, Yolo, Sacramento and Placer counties. In addition, the project will have the added benefits of:

- Promoting a better understanding of transportation and air quality impacts of smart growth planning for a heavily traveled corridor;
- Building a stronger link between local plans, interregional forecasts and smart growth planning;
- Facilitating the implementation of both region's smart growth visions;
- Coordinating future transportation investments and corridor planning;
- Improving future growth forecasts for both regions;
- Providing a model for interregional cooperation that could provide assist similar efforts statewide.

IV. MEETING PLANNING OBJECTIVES & GOALS

This project strongly complements many of the goals and objectives of both state and federal agencies with a stake in partnership planning and transportation. Specifically, this effort supports the various agency objectives in the following ways:

One of the project's primary goals is to enhance the technical capacity of the planning processes used by the various agencies along the corridor and as such strongly supports this specific federal planning emphasis area. The project is also around the involvement of local officials, particularly in the Task 2 approach to reconciling local general plan policies with interregional demographic forecasts (see scope of work). In addition, it will include an analysis of management and operations as part of the transportation analysis in Task 3, and is generally aimed at integrating planning and environmental processes.

One of the key goals of this joint planning project is directly in line with the mission of Caltrans: to maximize the mobility for both current and future residents along the I-80/Capitol Corridor by pursuing complementary land use patterns, a better jobs-housing relationship, and a stronger utilization of alternative travel modes including carpools, ridesharing, public transportation, walking and cycling.

The proposed project is also a strong fit with the outlined state planning priorities, including the support of infill development and protection of agricultural resources through the implementation of smart growth scenarios, the strengthening of economic vitality throughout the corridor with the emphasis on transportation options and reducing highway travel demand, and the improvement of mobility and accessibility through the identification of smart growth strategies that can maximize the effectiveness of planned transportation investments. The joint planning project will emphasize context sensitive solutions and community values through various means, including the use of a collaborative approach to guiding the project with a broad-based interregional steering committee.

V. SCOPE OF WORK

Task 1: Compile Interregional Demographic Forecasts and Smart Growth Scenarios

A critical first step in greater coordination is to identify and analyze potential inconsistencies in long-range population and employment forecasts between the two regions. Regional smart growth policies are a significant change to the modeling in each region and the implications to broader areas have not been examined. The new projections assume different patterns of development, investment, and amount of overall growth. Our proposed analysis will determine whether each region is appropriately forecasting future residential and job growth in the other region. Currently the two regions do not formally try to coordinate their forecasts. With the implementation of smart growth policies, this coordination is becoming more important; Our study will also evaluate whether each region is using their neighbors' newly developed smart growth assumptions correctly.

The first proposed work product from this task will be a compilation and analysis of population and employment projections for Solano, Yolo, Sacramento, and Placer counties. This analysis will focus on each region's smart growth policy assumptions and the affect of those policy assumptions on issues like interregional commuting. Another component of this task will be a detailed examination of the impacts of implementing both region's smart growth scenarios

This task will also produce an interregional dialogue to coordinate assumptions and demographic and economic forecasts for the two regions. Technical meetings between staffs will be used to explain and resolve differing economic and demographic assumptions. Participants will work together to exchange data on economics, demographics, land use, and infrastructure, providing the foundation for continued coordination on these issues.

Lead Agencies: Sacramento Area Council of Governments, Association of Bay Area Governments

Deliverable 1a: Analysis of interregional projections for population and employment emphasizing the impacts of smart growth policies and interregional commuting.

Deliverable 1b: Strategy to coordinate future demographic and employment projections and improve modeling of the I-80 corridor.

Funding: \$90,000 (\$75,000 grant funded; \$15,000 local match)

Task 2: Comparison of Interregional Forecasts with Local Plans and Future Housing Market Demands

Once interregional projections have been analyzed, the next step will be to compare these forecasts with local land use plans and policies. This task will require the project staff to collect data from and consult with local government planning and economic development agencies. It will provide an important evaluation of existing development policies and any potential inconsistencies to each region's smart growth regional policies.

Data on land use potential and policies will be collected and coordinated between the two regions, and shared with local jurisdictions. Continued coordination will allow the regions to evaluate the relative success of their individual smart growth efforts, and make each region aware of future changes. The data produced as a result of this effort will be shared through several roundtable dialogues. The first round will be with local government planning staff, followed by sessions with local elected officials.

This task will also include the completion of a new housing demand study for the corridor. The study will provide a new look at the type of housing products that will be in demand throughout the interregional I-80/Capitol Corridor in the coming decades, with a particular emphasis on the potential market demand for higher density, infill housing. A forward-looking analysis for future housing demand can be a critical piece of assessing whether the market will exist in the future to support the growth patterns envisioned under the smart growth scenarios.

Lead Agencies: Sacramento Area Council of Governments, Association of Bay Area Governments.

Deliverable 2a: Analysis of local land use plans relative to compiled interregional projections.

Deliverable 2b: Analysis of housing market demand for corridor relative to compiled interregional projections.

Funding: \$125,000 (\$75,000 grant funded; \$50,000 local match)

Task 3: Evaluation of Transportation and Air Quality Impacts of Interregional Projections and Smart Growth Forecasts for the Corridor

This effort will make use of the interregional projections data along with the housing market demand study in order to develop several corridor-wide land use scenarios. The land use scenarios will be developed by the interregional steering committee in close cooperation with local planning staff and local elected officials, and will be geared towards testing the efficacy of smart growth principles and both regions' smart growth visions. Various land use scenarios will

be developed for the corridor, including three based on (a) the compiled interregional demographic projections; (b) the build out of local general plans; and (c) the two regions' forecasts for the corridor based on the Bay Area's Smart Growth Vision and SACOG's Blueprint project.

Each of the interregional land use scenarios will be analyzed for impacts on commuting times, vehicle miles traveled, and the impacts on public transportation, carpooling, ridesharing and other alternative travel options that are currently being developed along the I-80/Capitol Corridor. Among the key questions to be answered through this analysis: which of the scenarios most successfully reduces future traffic congestion and boosts all forms of public transit ridership along the corridor? Which of the scenarios maximizes carpools, vanpools and ridesharing? Which of the scenarios produces the least impacts on air quality?

Lead Agencies: Sacramento Area Council of Governments, Metropolitan Transportation Commission, and the Solano Transportation Authority in partnership with the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Sacramento Metro Air Quality Management District.

Deliverable 3a: Analysis of alternative land use scenarios for the I-80/Capitol Corridor in terms of the impact on both transportation and air quality and the implications for planned transportation investments along the corridor.

Funding: \$75,000 (all grant funded)

Task 4: Lessons Learned: Implications for Interregional Policy and Planning Practices

Once we have compiled the interregional forecasts, compared them to predicted market demand and local general plans, and analyzed alternative land use scenarios for the corridor, the next task is to assess the major public policy implications. The findings generated from Tasks 1 through 3 will be summarized and presented to the interregional steering committee for discussion. Among the key topics anticipated: (a) how to resolve inconsistencies between the two region's demographic forecasts; (b) how to resolve inconsistencies between the compilation of the interregional corridor-wide projections with both the predicted market demand and the potential growth allowable under the build out of local general plans; (c) how to apply the findings from the land use scenarios (Task 3) to the planned transportation investments in the corridor. An in-depth discussion of these topics will be a significant part of the final report (see below).

In addition to the assessment of transportation and land use choices for the corridor, we will work to harmonize the transportation and demographic models—used by SACOG, ABAG, MTC and the Solano Transportation Authority—with the Caltrans statewide travel model and the intercity rail model. We will recommend changes to these models to better account for new demographic projections, jobs-housing balance, and the ability of changes in land use patterns to shift the travel modes for local non-work trips. Particular emphasis will also be placed on strengthening the travel model used by the Solano Transportation Authority to allow for

incorporation of alternative modes of transportation—a critical component of the overall effort to model the local transportation impacts of smarter growth patterns.

Lead Agencies: Sacramento Area Council of Governments, Metropolitan Transportation Commission, Association of Bay Area Governments, Solano Transportation Authority

Deliverable 4a: Synthesis of lessons learned from tasks 1-3, with major public policy implications highlighted and recommendations proposed for resolving inconsistencies and conflicts among overall transportation, demographic and land use assumptions.

Deliverable 4b: Analysis of existing modeling capabilities within existing planning agencies and recommendations for harmonizing transportation models to better reflect compiled interregional projections.

Deliverable 4c: Revision to the transportation model used by the Solano Transportation Authority to better incorporate alternative modes of transportation.

Funding: \$75,000 (all grant funded)

Task 5: Final Report & Recommendations

This joint planning effort will culminate in a report geared towards the local jurisdictions, stakeholders, and regional and statewide planning agencies along the corridor, but written with a statewide audience in mind. The report will highlight new interregional employment and demographic projections. It will provide an in-depth analysis of the findings from tasks 1-3, and provide recommendations resulting from the dialogue around the transportation and land use policy implications and choices anticipated among the interregional steering committee members as part of task 4.

Lead Agencies: Sacramento Area Council of Governments, Metropolitan Transportation Commission, Association of Bay Area Governments, Solano Transportation Authority

Deliverable 5a: Final Report highlighting findings and geared towards stakeholders along the corridor as well as other regions where interregional planning has strong potential or Interregional Partnerships (IRPs) are already underway.

Funding: \$25,000 (\$10,000 grant funded; \$15,000 local match)

VI. MEETING GRANT SPECIFIC OBJECTIVES

This grant proposal is an excellent match to the grant specific objectives outlined under the Partnership Planning Element. The interregional effort to compile demographic forecasts and smart growth projections along the I-80 corridor in order to maximize the effectiveness of transportation investments will have multi-regional benefits and provide an important model

statewide for other similar efforts. This joint planning project can result in significant transportation benefits in terms of easing the traffic burden on the I-80 corridor, shortening commute times through better jobs-housing balance, and providing more options to residents by maximizing the effectiveness of public transportation, including carpooling, express buses and Amtrak's Capitol Corridor.

This project will also greatly advance cooperation and coordination between the Bay Area and the Sacramento regions, between local governments and state and regional agencies along the corridor, and between public agencies and members of stakeholder groups, in particular representatives of economic, equity and environmental interests.

VII. PUBLIC PARTICIPATION

The joint planning project will be guided by an interregional steering committee, which will consist of representatives from Caltrans, the Metropolitan Transportation Commission, the Association of Bay Area Governments, the Sacramento Area Council of Governments, the Solano Transportation Authority, the three air districts with jurisdiction over the project study area, local government staff, and representatives from environmental groups, social equity interests and the business community. The steering committee will guide all components of the scope of work, including public involvement and outreach.

VIII. PROJECT OUTCOMES

This joint planning project will produce a number of significant work products. These include:

- A new compilation of interregional demographic projections and smart growth visions for the I-80/Capitol Corridor;
- A new housing market demand study for the corridor;
- A comparison of the interregional demographic projections with the growth predicted by the housing market demand study, and the growth that could be accommodated based an analysis of local general plans;
- An analysis of alternative land use scenarios for the I-80/Capitol Corridor in terms of the transportation and air quality impacts;
- An analysis of public policy implications from the study findings and proposed recommendations for resolving inconsistencies and conflicts among overall transportation, demographic and land use assumptions.
- Recommendations for changes to transportation and demographic models used throughout the corridor, including assistance in the upgrade of the Solano County transportation model;

- A final report summarizing all of the above;

The interregional steering committee will be responsible for the oversight of this project and provide a more formal accountability structure for the project as a whole in order to ensure successful outcomes. The project will use its resources in an extremely cost-effective manner because it will utilize both technical and professional capacity at the various public agencies that are already responsible for transportation planning and demographic forecasts along the corridor. Given that the I-80/Capitol Corridor is also an area of significant planned transportation investments, such as Interstate 80, the I-80/680 interchange, Amtrak's Capitol Corridor, express buses, ridesharing programs and more, this project can potentially pay for itself many times over by reducing the need for future infrastructure through taking advantage of smarter land use patterns and planned investments in transportation alternatives.



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Small UZA Payback Plan

Background:

The Federal Transit Administration (FTA) provides funding for transit operations and capital. Large urbanized areas (UZA's), like San Francisco-Oakland, receive funding directly from FTA. Small UZA's receive funding from the State through the Governors apportionment. In California, 31 small UZA's (including Fairfield, Vacaville and Vallejo) receive FTA funding from the Governors apportionment.

Discussion:

At one time, Santa Rosa was a small UZA and received an advance of funds from the Governors apportionment. After the 2000 census, Santa Rosa transitioned from a small UZA to a large UZA and was no longer eligible to receive funds from the Governors apportionment. Due to this change in status, Caltrans requested that Santa Rosa City Bus return \$1,490,209 that had been advanced. Santa Rosa City Bus denied Caltrans' request.

A request by Caltrans to the Metropolitan Transportation Commission (MTC) to transfer the Santa Rosa funds to the State could not be acted on since MTC does not have responsibility or control of the FTA funds that Santa Rosa currently receives.

In order to recover the \$1,490,209 advanced to Santa Rosa, Caltrans has proposed that the current small UZA's in the Bay Area (Fairfield, Vacaville, Vallejo, Gilroy, Morgan Hill, Livermore, Napa and Petaluma) foot the bill over three federal fiscal years starting with FFY 2004-05. For the Solano County agencies, this "remedial plan" proposed by Caltrans will result in a loss of \$280,051 for Fairfield, \$196,858 for Vacaville and \$416,173 for Vallejo, or a total of \$893,082 for Solano County agencies to pay a bill for Santa Rosa (see Attachment A).

MTC has sent a letter to Caltrans strongly opposing this plan and proposing Caltrans work directly with Santa Rosa City Bus to remedy this situation. STA staff and our MTC Commissioner, Mayor Jim Spering, are also addressing this issue. On December 1, 2004, the STA TAC and the InterCity Transit Consortium also expressed strong opposition to this plan.

Recommendation:

Authorize the Chair to forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.

Attachment

A. Caltrans Letter to MTC, September 27, 2004

DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION MS 39
 1120 N STREET
 P. O. BOX 942874
 SACRAMENTO, CA 94274-0001
 PHONE (916) 654-8144
 FAX (916) 654-4816
 TTY (916) 653-4086



*Flex your power!
 Be energy efficient!*

COPY

September 27, 2004

Steve Heminger, Executive Director
 Metropolitan Transportation Commission
 Joseph P. Bort Metro Center
 101 Eighth Street
 Oakland, CA 94607-4700

Attention: Therese W. McMillan

Dear Mr. Heminger:

Our previous correspondence dated June 16, 2003, requested a refund of the advance of \$1,490,209 made to the Santa Rosa urbanized area (UZA) when said UZA was included in the Governors apportionment. Metropolitan Transportation Commission (MTC) responded that it could not make the transfer without the concurrence of the eligible applicants in the current Santa Rosa UZA. This deficit adversely impacts all operators in the 31 UZAs in the present Governors apportionment.

Accordingly, the California Department of Transportation (Department) has developed a remedial plan that is believed to be in the best interest of all impacted transit operators Statewide. The Department will recover the advanced amount from allocations to the UZAs in the MTC region that are identified in the Governors apportionment: Fairfield, Gilroy, Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo. The recovery of Federal funds will occur over three federal fiscal years (FFY) as follows: FFY 2004-2005 and 2005-2006 \$ 500,000 will be deducted in each year, and FFY 2006-2007 \$490,209 will be deducted.

This remedy distributes the repayment over three years to reduce both the fiscal burden in any given year and the number of impacted transit operators. Should you have questions, please contact La Keda Johnson at (916) 657-4373.

Sincerely,

GALE OGAWA
 Acting Division Chief
 Division of Mass Transportation

c: Kate Miller Metropolitan Transportation Commission
 Bryan Albee Sonoma County Transit
 Robert E. Dunlavy City of Santa Rosa

**Attachment 1: Caltrans Proposed Reduction to Recoup
Santa Rosa City Bus Advance**

Urbanized Area	Estimate FTA 5307 Apportionment			
	FY 2004-05	FY 2005-06	FY 2006-07	Total
<i>Caltrans Demand</i>	\$ 500,000	\$ 500,000	\$ 490,209	\$ 1,490,209
Vallejo	139,636	139,636	136,901	416,173
Fairfield	93,964	93,964	92,124	280,051
Vacaville	66,050	66,050	64,757	196,858
Napa	56,672	56,672	55,562	168,906
Livermore	55,414	55,414	54,328	165,155
Gilroy-Morgan Hill	46,892	46,892	45,973	139,757
Petaluma	41,373	41,373	40,563	123,309
Total	\$ 500,000	\$ 500,000	\$ 490,209	\$ 1,490,209

UA	2004-05		2005-06		2006-07	
	\$	%	\$	%	\$	%
Vallejo	2,994,128	28%	3,083,952	28%	3,176,471	28%
Fairfield	2,014,808	19%	2,075,252	19%	2,137,510	19%
Vacaville	1,416,281	13%	1,458,770	13%	1,502,533	13%
Napa	1,215,185	11%	1,251,640	11%	1,289,189	11%
Livermore	1,188,201	11%	1,223,847	11%	1,260,562	11%
Gilroy-Mor	1,005,470	9%	1,035,634	9%	1,066,703	9%
Petaluma	887,140	8%	913,755	8%	941,167	8%
Total	10,721,214	100%	11,042,850	100%	11,374,135	100%



Date: December 1, 2004
To: STA Board
From: Daryl K. Halls, Executive Director
RE: Proposed 2005 Legislative Priorities and Platform

Background:

Each year STA updates its legislative platform that serves as a guide for the monitoring of state and federal legislation that pertains directly to transportation and related issues. The STA Board adopted Platform and Legislative Priorities also serve as a guideline for legislative trips to Sacramento and Washington, DC.

To help ensure the STA's transportation policies and priorities are consensus based, the STA's Legislative Platform and Priorities is first developed in a draft form and then distributed to members agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff is proposing the STA TAC, Transit Consortium and Board review the draft Platform and Priorities and distribute for review and comment in December and then agendize for STA Board adoption in January 2005.

Discussion:

Attached is a proposed draft of the STA's 2005 Legislative Platform and Priorities. Recommended additions have been noted in *bold italics* and recommended deletions with a ~~strikethrough~~. Recommended modifications include the following:

1. Legislative Priority #6 – This item has been updated to reflect the approval of Regional Measure 2 by Bay Area voters in March of 2004 and the proposal by the Governor's office in September of 2004 suggesting the possible diversion of RM 2 revenues to cover the project cost increase of the Bay Bridge.
2. Legislative Priority #7 – This priority has been added to support statewide transportation efforts to advocate against the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.
3. Legislative Platform Item I.1. – Staff recommends modifying "Sponsor" to "Support."
4. Legislative Platform Item X.2. – This item has been updated to reflect the passage of RM2 and the allocation of funds to implement the expanded transit services contained in RM2, including Solano County Express Bus and Vallejo Baylink Ferry Services.

On December 1, 2004, both the Transit Consortium and STA TAC reviewed the draft platform. As part of the review of the platform, the TAC proposed the following amendments that have also been reflected in the attached document:

5. Legislative Platform Item II.1. – The TAC and staff recommends modifying “Encourage new or revised guidelines...” to “Support revised guidelines...”.
6. Legislative Platform Item VI.10. – The TAC and staff recommends adding the following language “and a fair share return of funding to California.”
7. Legislative Platform Item X.3. – Delete the following language “such s gasoline sales tax, etc.” and move policy item to XII.7. under the category of Transit.
8. Legislative Platform Item XII.5. – Modify the policy to read as follows “Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.”
9. Legislative Platform Item XII.6. – Modify the policy to read as follows, “Support efforts to change Title 23 restrictions pertaining to the use of bridge toll revenues for federalized bridges for transit operations.”

With these proposed amendments, the STA TAC unanimously supported the staff recommendation to forward the proposed 2005 Legislative Priorities and Platform to the STA Board to be distributed for 30 day review and comment.

Recommendation:

Authorize the STA Executive Director to distribute the Proposed STA 2005 Legislative Priorities and Platform for a 30 day review and comment period.

Attachment:

- A. Proposed STA 2005 Legislative Priorities and Platform (dated 12/1/04)

Solano Transportation Authority
Proposed 2005 Legislative Priorities and Platform
(Updated 12/1/04)

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue project funding for:
 - a. I-80/I-680/SR 12 Interchange *
 - b. Jepson Parkway Project*
 - c. Vallejo Intermodal Station*
 - d. Vallejo Baylink Ferry Service
 - e. Fairfield/Vacaville Intermodal Station*
 - f. Capitol Corridor Rail Service and track improvements throughout Solano County
 - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. Monitor the progress of the \$3 bridge toll, and support the passage *implementation* of Regional Measure 2 scheduled for the March 2004 ballot. *funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.*
7. *Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.*

* *Federal Priority Projects*

2004 STA LEGISLATIVE PLATFORM

I. Air Quality

1. ~~Support~~ *Support* use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Monitor and review approval of the 2004 Ozone Attainment Plan by EPA.
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

2004 STA LEGISLATIVE PLATFORM

9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

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

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

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

IV. Congestion Management

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

V. Employee Relations

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

2004 STA LEGISLATIVE PLATFORM

VI. *Funding*

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support efforts to pass a new federal transportation reauthorization bill *that maintains the funding categories and flexibility of TEA 21, provides a higher level of overall transportation funding, and provides a fair share return of funding for California.*

2004 STA LEGISLATIVE PLATFORM

11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

VI. Liability

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

VII. Paratransit

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

VIII. Project Delivery

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

2004 STA LEGISLATIVE PLATFORM

review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX Rail

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

2004 STA LEGISLATIVE PLATFORM

X. *Ferry*

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1st and 2nd Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. ~~Advocate for sufficient State~~ ***Support the implementation of expanded operating and capital for Vallejo Baylink ferry and countywide express bus service funded from the proposed “3rd Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.*** ~~—in amounts sufficient in order to maintain and expand Vallejo Baylink ferry and express bus operations and fund Intermodal stations in support of this service.~~
3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

XI. *Safety*

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

XII. *Transit*

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.

2004 STA LEGISLATIVE PLATFORM

3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. ~~Due to the elimination/reduction of Federal transit operating subsidies,~~ Support legislation *efforts* to also eliminate or ease Federal requirements and regulations regarding *the use of federal transit funds for transit operations in large UZAs.*
6. Support efforts to change Title 23 restrictions *pertaining to use of bridge toll revenues for federalized bridges for transit operations.* ~~on use of toll bridge funds for operations.~~
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues ~~such as gasoline sales taxes, etc.,~~ to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Accelerated Project Delivery

Background:

The Solano Transportation Authority has traditionally served as the Countywide transportation planning agency and functioned as the funding agency for major projects within Solano County. In this capacity, the STA has planned for and pursued and obtained State and Federal funding for capital projects for member agencies and for major projects on the state highway system. Examples of these efforts are funding for the Jepson Parkway, SR 37, the I-80/I-680 Auxiliary Lanes Project, the Vallejo Station and other projects within Solano County.

The STA expanded its role into Project Development when it initiated the PA/ED (Project Approval/Environmental Documents) phase of the Jepson Parkway. The STA continued its services to member agencies in Project Development by acting as the lead agency on the PA/ED phase of both the I-80/I-680/SR 12 Interchange Project and the North Connector Project. The PA/ED phase of each of these three projects is currently in progress. Completion of the Project Approval and Environmental Documents for each of these projects will allow them to proceed to design, right-of-way procurement and construction as funding becomes available.

Discussion:

In order to ensure Solano County is positioned to successfully compete for limited State and Federal funds for major highway projects, STA needs to continue aggressive project development by preparing competitive projects to be included in the State Transportation Improvement Program (STIP). To do this, STA will work with Caltrans to prepare Project Study Reports (PSRs) for projects identified in the I-80/I-680/I-780 Major Investment & Corridor Study, the SR 12 Major Investment Study, and the future SR 113 Major Investment Study.

Project Study Reports are typically the initial phase of preparing a project to be included in the STIP. The PSR is an engineering report which identifies the scope, schedule and estimated cost of a project to be included in a future STIP and provides the avenue for consensus between Caltrans and local and regional agencies on the details of the project. The California Transportation Commission (CTC) typically requires a PSR for any capacity increasing project to be included in the STIP.

A PSR may be completed by Caltrans or by a local agency in cooperation with Caltrans. Although Caltrans District 4 may be able to complete one or more PSRs per year for Solano County projects, STA should move forward to prepare additional PSRs for high-impact projects identified through the various corridor studies to prepare these projects for future STIP cycles. The CMAQ/STP swap approved by the STA Board in September provides the funding resources necessary over the next three fiscal years to complete several project PSRs that will position Solano County to better compete for limited State and Federal funds in upcoming STIP and Federal reauthorization cycles, and to accelerate the project development schedule for these projects.

STA staff will work with the TAC to identify the most competitive projects to proceed with Project Study Reports, either with STA or through Caltrans as the lead agency.

Recommendation:
Informational.



DATE: November 29, 2004
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Funding for Transit Element of the Comprehensive Transportation Plan

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 estimate, 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 shortfall.

The Transit Element consists of five components:

- Intercity Bus
- Intercity Passenger Rail
- Ferry Services,
- Intercity Transit Service for Senior and Disabled (Paratransit)
- Support Systems

At nearly half a billion dollars, the \$441 million funding shortfall for the Transit Element of the CTP is significant. The costs included in the Transit Element include the capital and operating costs of intercity bus service, train station and track improvements, commuter rail capital and operating costs, Baylink ferry service capital costs and Senior and Paratransit capital and operating costs. Transit support facilities, such as the park and ride lots and high occupancy vehicle lanes, were included in the Alternative Modes Element and the Arterials/Freeways Element of the CTP, respectively.

Discussion:

Historically, the primary sources of funding for the types of projects identified in the Transit Element of the CTP are listed below:

- Transportation Development Act (TDA, Article 4/8)

- State Transit Assistance (STA)
- Federal Transit Administration (FTA) 5307, 5309, 5310 and 5311 funds
- Surface Transportation Program (STP)
- Northern Bridge Group Toll Revenue Programs
- Regional Transportation Improvement Program (RTIP)
- Interregional Transportation Program (ITIP)
- Discretionary Ferry Fund
- Congestion Management Air Quality (CMAQ)
- Air District grants
- Advertising Revenue
- Passenger Fares

All local jurisdictions either operate transit directly or contribute funding to local, intercity bus, and Paratransit operations. The cities of Vallejo, Benicia, Fairfield, Vacaville, Dixon, and Rio Vista operate transit, either fixed-route or general public dial-a-ride service. The City of Suisun City and the County of Solano contribute funding to fixed route and Paratransit services operated by others. Suisun City partners with Fairfield as part of Fairfield/Suisun Transit. Nearly all Solano County intercity bus services are funded by multiple agencies, but Vallejo's Baylink Ferry and the Capitol Corridor are not.

All transit operators collect passenger fares. The other funding sources are not all available to all transit operators. They are for specific purposes, locations, and types of services. This is discussed further later in this staff report.

New funding sources are limited for transit. Some potential sources are listed below and discussed in Attachment C.

- Regional Measure 2 (RM2)
- Low Income Flexible Transportation/Jobs Access Reverse Commute (LIFT/JARC)
- Transportation for Livable Communities (TLC)

Potential

- TDA – 100% transit (Unmet Transit Needs)
- New local funding sources (such as Measure A)

The primary source of bus operating funding (Transportation Development Act funds) is projected to modestly increase in the near-term. Passenger fares, the next largest revenue source for bus operating costs, will vary depending upon the level of service that can be delivered and fare policies implemented by transit agencies. The level of service delivery will be limited by modest increases in operating revenue being eclipsed by increasing cost of living, fuel, and other basic operating costs.

The primary source of funding for local, paratransit, taxi scrip, and intercity transit operations is TDA Article 4/8 funds. Three of the eight local jurisdictions in Solano use 100% of their TDA funds for transit purposes – Vallejo, Fairfield, Benicia; these are the

three transit operators of intercity transit services. These TDA funds are used for local, intercity, and Paratransit services.

There is good news for transit funding from TDA. TDA funds are generated from a ¼ cent statewide sales tax. Solano County is one of the few counties in the Bay Area that has not seen a significant drop in sales tax revenue and TDA funds in recent years. For FY04/05, an 8% increase in TDA funds countywide from FY03/04 is projected and is estimated to generate \$13.0m for distribution to the local jurisdictions. Combined with carryover of \$8.8m, there is over \$20m for TDA funds for transit and streets and roads (Attachment A). Each jurisdiction has a specific allocation. Of the over \$20m, \$14 million will be spent on local, intercity, and Paratransit operating, capital, or planning this fiscal year (Attachment B). There is projected to be a carryover of \$2.4 million into FY05/06.

TDA is the one funding source all transit operators receive. Passenger fares are another common funding source. There is a myriad of other potential funding sources (see Attachment C). However, not all sources of funds are available to all transit operators.

Most Solano operators receive limited amount of State Transit Assistance (STA) funds; these are distributed through formula allocations based on population and revenue (see Attachments D and E).

The Federal Transit Administration (FTA) is the source of several funding programs. Two programs Section 5307 and 5309, are formula grant programs. Section 5307 funds are distributed through formula based on population density to urbanized areas for transit operations and capital. Benicia, Fairfield, Vacaville, and Vallejo receive these funds and can use them at a specified ratio for operating costs. Section 5309 fixed guideway modernization funds are based on a formula that includes the number of fixed guideway route miles. The other 5309 programs are based on discretionary action by congress: discretionary fixed guideway and 2) bus/bus facilities capital. Section 5310 (Paratransit funds) and Section 5311 (rural transit planning, operating, and capital funds) are allocated to States by formula. At the State level they become competitive grant programs administered by MTC and Caltrans. Dixon and Rio Vista are eligible for 5311 funds.

Bridge Toll Revenue Programs target transit service, primarily ferry, that relieves vehicular trips over the state-owned bridges. The federal Ferry Board Discretionary (FBD) fund is limited to ferry boats and facilities.

Congestion Management/Air Quality (CMAQ) funds must be used for projects that reduce air pollution emissions; they have been used for large capital projects such as intermodal stations. CMAQ funding for eastern Solano County has increased recently. The criteria for the Air Quality Management Districts' competitive Transportation Fund for Clean Air (TFCA) and Clean Air Fund (CAF) grants by the two air districts that cover Solano make it difficult for transit to successfully compete and are at best a very minor source of funding.

The major source of new funds is RM2. RM2 will provide significant funding for several intermodal stations, track improvements, and expanded express bus and ferry services in

Solano County. Smaller new sources of funds may come from MTC's regionally competitive Low Income Flexible Transportation (LIFT) grants. To apply for LIFT grants, projects must be consistent with either a Solano County's Welfare to Work Transportation Plan or a Community Based Transportation Plan (CBTP). Both programs are administered by the STA.

Recommendation:

Informational.

Attachments:

- A. Solano FY04/05 TDA Estimates
- B. Solano FY04/05 TDA Approved Distribution
- C. Transit Revenue Sources
- D. STA Population Based FY04/05 Fund Estimate
- E. STA Revenue Based FY04/05 Fund Estimate

2004 Solano Ending Balance

FY 2004-05 AVAILABLE NET ASSETS BASED ON ORIGINAL ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY

FY 2004-05 Original Estimate

13. County Auditor Estimate	13,842,714	
<i>FY 2004-05 Planning and Administration Charges</i>		
14. MTC Administration (0.5% of line 13)	69,214	
15. County Administration (0.5% of line 13)	69,214	
16. MTC Planning (3.0% of line 13)	415,281	
17. Total Charges (Lines 14+15+16)	553,709	
18. TDA Generations Less Charges (Line 13-17)	13,289,005	
<i>FY 2004-05 TDA Apportionment By Article</i>		
19. TDA Article 3.0 (2.0% of line 18)	265,780	
20. TDA Funds Remaining (Line 18-19)		13,023,225
21. TDA Article 4.5 (5.0% of line 20)		
22. TDA Article 4/8 (Line 20-21)		13,023,225

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TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C	D	E
Apportionment Jurisdictions	6/30/2004 Balance (with interest)	FY 2004-05 Original Estimate	FY 2004-05 Paid & Encumbered	FY 2004-05 Article Transfer	FY 2004-05 Available for Allocation
Article 3	469,303	265,780	278,643		456,440
Article 4.5					
SUBTOTAL	469,303	265,780	278,643	-	456,440
Article 4/8					
Benicia	572,023	855,200	54,808		855,315
Dixon	207,556	510,591	304,191		543,954
Fairfield	2,897,071	3,240,591	1,947,982		4,164,550
Rio Vista	405,056	180,999	13,470		572,585
Suisun City	573,068	848,877	490,171		931,794
Vacaville	2,892,889	2,968,698	4,948,542		2,409,645
Vallejo	1,270,770	3,797,025	3,871,051		53,944
Solano County	21,095	621,245	42,829		600,411
SUBTOTAL	8,778,201	13,023,226	11,673,044	-	10,132,198
GRAND TOTAL	9,247,504	13,289,006	11,951,687	-	10,588,638

ATTACHMENT A

TDA Article 4/8
FY 2004-05

AGENCY	TDA Est from MTC 2/25/04	Available for Allocation 1/31/04	Outstanding Claims	Available for Allocation FY 04-05	Benicia Transit	Dixon Transit	F-S Transit	Rio Vista Transit	Vacaville Transit	Vallejo Transit (7)	Demand Response (6)	Local Paratransit	Solano Paratransit (1)	Route 20 (2)	Route 30 (1)	Route 40 (3)	Routes 85 90 and 91 (4)	STA Planning (5)	Transit Studies	Transit Capital (8)	Streets & Roads (9)	Total	Balance		
Benicia	855,200	1,699,224	805,438	893,786	780,000													24,543				804,543	89,243		
Dixon	510,591	608,382	50,953	555,429							400,000									5,000		65,000	550,804	4,625	
Fairfield	3,240,591	6,611,368	2,783,230	3,828,138				826,430				438,000	197,358		38,024		140,000	133,000	93,002		1,784,328		3,628,138	200,000	
Rio Vista	180,999	583,236	10,230	573,006				100,000					9,927									450,000	565,121	7,885	
Suisun City	848,877	2,383,322	1,463,184	920,138				627,349					47,166									24,362	150,000	848,877	71,261
Vacaville	2,968,898	5,422,080	205,023	5,217,057					1,054,000		60,000	305,000	180,811	110,000	36,024	180,000	138,000	85,199		319,000		750,000	3,218,034	1,999,023	
Vallejo	3,797,025	3,747,080	0	3,747,080						2,927,141		709,939										108,971		3,746,051	1,029
Solano County	821,245	758,710	105,136	653,574							5,000		28,497	15,000	20,585	45,000	25,000	17,829				480,000	836,911	16,663	
Other																							25,000		
Total	13,023,226	21,811,402	5,423,194	16,388,208	780,000		0	1,453,779	100,000	1,054,000	2,927,141	485,000	1,452,939	493,884	125,000	153,657	365,000	298,000	373,753	0	2,088,328	1,895,000	14,023,479		

- NOTES:
- (1) Claimed by FST for all agencies. Other is BAAQMD. ESTIMATE ONLY.
 - (2) Route 20 is claimed by FST for all agencies except Vacaville
 - (3) Route 40 is claimed by FST for all agencies except Vacaville
 - (4) Claimed by Vallejo Transit for all agencies except Vacaville. Fairfield and Solano County fund portions of 85, 90 and 91 from their amounts.
 - (5) Claimed by STA for all agencies
 - (6) Taxi Service, etc
 - (7) Includes Vallejo Ferry Operations and Vallejo funds for operations of Routes 85, 90 and 91.
 - (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.
 - (9) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

Transit Revenue Sources **Existing, New, and Potential**

Passenger Fares:

To maintain eligibility for TDA funds, local transit operators must achieve a farebox recovery rate of 20% systemwide for fixed route service and 10% for Paratransit service. The farebox recovery rate is the revenue generated from passenger fares as a percentage of the total cost of revenue service. Several intercity bus, ferry, and rail services locally achieve a higher farebox recovery rate.

State Transit Assistance (STA)

STA funding is distributed through MTC by formula allocations. The revenue based formula funds may be used for transit and paratransit operating assistance, and regional transit coordination. The population based STA funds may be used for the same purpose as well as for capital projects.

Federal Transit Administration (FTA):

FTA offers a variety of funding used by local operators: 5307, 5309, 5310, and 5311 Urbanized areas (UZA) received 5307 funds based on population. For UZAs with over 200,000, the 5307 funds are distributed throughout the UZA; Benicia is in the Bay Area's UZA. In contrast, Vallejo is in a separate UZA along with other transit operators such as Napa. With populations of 50,000 – 200,000, Fairfield and Vacaville are in their own UZAs and the 5307 funds are distributed directly. These 5307 funds can be used for operating assistance at a specified ratio of federal to local funds.

FTA 5309 grants fall within three subcategories: new transit projects, fixed guideway modernizations, and bus/bus facilities. This funding source is very competitive and grants are in the form of congressional earmarks. Projects must be consistent with the local Transportation Improvement Plan (TIP) and the State Transportation Improvement Plan (STIP). These funds have been successfully secured for Baylink Ferry facilities.

FTA 5310 funds senior and disabled Paratransit services. These funds have been used to purchase Solano Paratransit vehicles. As rural transit operators, Dixon and Rio Vista qualify for 5311 funds for transit planning, operating, and capital. Both of these are annual competitive programs.

Surface Transportation Program (STP):

Funding from this program can be used for a broad range of capacity, operations, and mitigation related improvements. STP funds have typically been used for road widening, rehabilitation, planning, environmental enhancements, studies, and intelligent transportation systems. Transit capital is eligible and the majority of funding for the MTC Regional Transit Capital replacement program uses STP funds. However, discretionary STP funds available in the past to Bay Area counties are no longer available in T-2030.

Bridge Toll Programs: Five percent and Two percent:

Regional Measure 1 (RM1) allocated up to three percent of revenues from the then bridge toll increase for transportation projects that were designed to reduce vehicular traffic congestion over the state-owned bridges including bicycle facilities and planning, construction, operation, and acquisition of rapid water transit systems. State law later amended this to direct MTC to allocate an additional two percent of the revenues from RM 1 “solely for the planning, construction, operation, and acquisition of rapid water transit systems”. Subsequent agreements directed that three of the five percent funding go to ferry operations and the San Francisco Bay Trail and the remaining two percent revenue go to ferry capital improvements. The funds are divided into two groups: Southern and Northern Bridge Group. The Northern Bridge Group includes the Carquinez, Benicia-Martinez, Antioch, and Richmond-San Rafael Bridges. In Solano, Vallejo’s Baylink Ferry is the only eligible recipient of these funds. In FY04/05, \$1.5m of the Five Percent funds and \$558,353 were available for distribution to the Northern Bridge Group. The Baylink Ferry has been eligible for the five percent funds through FY04/05; after this fiscal year it must have achieved a 40% farebox recovery ratio (FRR) to maintain eligibility. If the Baylink Ferry, or other eligible entities (Alameda/Oakland, Harbor Bay ferries) do not achieve the 40% FRR, then the funds could be diverted to ferry or bus operations that do meet this performance standard and reduce vehicular congestion on one of the bridge group corridors. However, at least 40% of the Five Percent funds must be directed toward ferry operators or capital.

Regional Transportation Improvement Plan (RTIP)

MTC administers these funds regionally. They can be used for a wide variety of purposes ranging from road rehabilitation, rail extensions and grade separations, intermodal freight facilities, freeway interchanges and the construction of carpool lanes. In Solano, they have been used to help fund the Vallejo Station and Intermodal rail stations (Fairfield/Vacaville, Benicia, and Dixon). Over \$100 million have been allocated annually in the Bay Area and Solano historically secures \$10 million per year.

Interregional Transportation Improvement Program (ITIP):

ITIP funds may be used to fund interregional road or rail expansion and intercity rail. This funding source has been used to fund Capitol Corridor improvements, but is not expected to be a funding source in the future.

Discretionary Ferry Fund (Section 1207):

The Ferry Board Discretionary Program (FBD) provides special funds for construction of ferry boards and ferry terminal facilities. This funding source was included in TEA-21 and may or may not continue with the new federal reauthorization. Some of these funds were secured for the purchase of the third Baylink ferry board and dock improvements.

Congestion Management Air Quality (CMAQ):

Projects for these funds must be consistent with the air quality implementation plan prepared by the region's air quality management district in accordance with the Clean Air Act. Solano is split into two air districts. CMAQ funds for the western part of the county are administered by the MTC. Vallejo transit facilities have received CMAQ funds.

Eastern Solano agencies are eligible for Eastern Solano CMAQ funds. These funds used to be administered directly from MTC through an agreement with the Sacramento Area Council of Government (SACOG) who was the federal recipient. In FY03/04, Eastern CMAQ funds were used to fund the Dixon Intermodal station and other Eastern Solano agency projects. Each year, STA will work with MTC to program approximately \$1.2 million Eastern CMAQ funds.

Air District Grants:

Solano County is split by air districts. The Bay Area Air Quality Management District (BAAQMD) covers the Vallejo, Benicia, Fairfield, Suisun City and western unincorporated areas of the County. The Yolo Solano Air Quality Management District (YSAQMD) covers the Vacaville, Dixon, Rio Vista and eastern unincorporated areas of the County. Each air district has annual competitive grants programs to distribute vehicle registration fees collected. Projects must show air quality emissions savings. Transit projects have received some funding but air districts' eligibility criteria have made it increasingly difficult for transit projects to qualify. This has been a very minor source of funding and expected to remain so, at best, in the future.

Advertising:

Bus interior and exterior space has been used for advertising by some local operators. Bus shelters, benches and facilities can also be used for advertising. Although not all transit operators can accommodate all forms of advertising, there are opportunities to increase this revenue source. Greater advertising efforts by the Baylink Ferry have been thwarted by San Francisco local ordinances.

New Revenue Sources:

RM2:

One new source of fund for some of intercity transit services is the recently passed Regional Measure 2 (RM2). This will provide funds for Vallejo Transit's intercity services crossing the Carquinez Bridge, Vallejo's Baylink Ferry, Fairfield-Suisun Transit's Rt. 40 service that crosses the Benicia Bridge as well as several intermodal facilities and rail improvements.

• Baylink Ferry operating:	\$ 2.7 m/yr
• Baylink Ferry station:	\$28.0 m
• Express Bus (I-80):	\$ 0.85 m - \$1.8m/yr
• Express Bus (I-680):	\$ 0.12 m - \$1.7m/yr
• Benicia Intermodal:	\$ 3.0 m
• CCPTA Track Improvemnts:	\$ 7.75m
• FF/VV Rail Stn and Track:	\$17.25m
• <u>Regional Express Bus¹</u>	<u>\$16.0 m</u>
TOTAL.....	\$72.00m capital
	\$ 6.67m/yr – 6.2m/yr operating

Revenue for operating cannot exceed 38% of the total revenue. RM2 Funding for Transit Support Facilities included in CTP Alternative Modes Element, but not in Transit Element and funding shortfall.

* Curtola PNR (Vjo):	\$ 6.0 m
* Fairfield Transportation Center:	\$ 5.5 m
* Vacaville Intermodal Ctr:	\$ 9.0 m

RM2 also directed that a Transit Connectivity study be conducted. This study would focus on transfer facilities and consistency issues among transit operators including transit facility information. If a facility is identified as a key facility in the study (to be completed in 2005) it would be eligible for funding for implementation.

JARC/LIFT:

Another new source of funding for transit is the Metropolitan Transportation Commission's (MTC) Low Income Flexible Transportation (LIFT) funding. LIFT funding is distributed through a regionally competitive process. There have been three cycles of LIFT grant funds in the past five years. Approximately \$2-\$3 million dollars have been made available throughout the Bay Area for projects that may span 2-3 years. Projects have to address the transit needs of the low-income population as identified through a County Welfare to Work Plan or city Community Based Transportation Plan. The amounts awarded to any one project has been limited to \$400,000 for the entire three year funding cycle. Solano has a County Welfare to Work Plan and the City of Dixon has a Community Based Transportation Plan (CBTP). Cordelia and Vallejo are the other two cities in Solano that have been allocated MTC funding to prepare CBTPs.

¹ \$4m is committed and \$12m is being requested from this \$16m competitive funding source for North Bay transit operators.

a Community Based Transportation Plan (CBTP). Cordelia and Vallejo are the other two cities in Solano that have been allocated MTC funding to prepare CBTPs.

Regional Transportation for Livable Communities (TLC)/Housing Improvement Program (HIP):

MTC has reserved \$27 million annually in STA, CMAQ, and TE funds for this program for a total of \$54 million in the Second Cycle. Due to the shortfall in STIP funds, only \$36 million will be programmed in the Second Cycle with the balance deferred to the Third Cycle. Nine of these \$36m will be directed to County TLC programs. Projects that enhance community vitality through bicycle, pedestrian, transit and other related methods are eligible. Depending upon their location and design, transit facilities may be eligible. In the recent allocation of TLC funds, the only Solano project to receive TLC funding was the Sereno Transit Center which is not a project in the CTP's Transit Element or part of the transit funding shortfall.

Potential New Revenue

TDA – 100% Transit

As five jurisdictions in Solano do not use 100% of their TDA funds for transit, there is potential for an increase in TDA funds to be used for transit. This would divert existing TDA funds from streets and roads purposes. Solano County is the only Bay Area County that continues to use TDA funds for streets and roads. As a result every year MTC must conduct an Unmet Transit Needs Hearing to determine that no unreasonable transit needs are not being met. To date, the STA and the local transit operators have been able to successfully respond to issues raised through this process thus allowing local jurisdictions to utilize TDA funds for streets and roads purposes. As Solano develops, this is likely to become increasingly difficult. However, with the diversion of funds from Proposition 42 that were expected for streets and roads purposes, the need for TDA funds for this purpose continues and no great shift of TDA funds to transit is projected in the near-term. In FY04/05, the countywide combined TDA funds to be allocated for streets and roads purposes is projected to be \$1.895 million.

Sales Tax

The recently proposed Measure A included a sizable amount of transit funding over the next 30 years. It would have nearly funded the senior and disabled transit plan and provided significant funding for intercity transit services. With these infusions of revenue into paratransit and intercity services, it would have relieved the demand for TDA revenue which could have in turn applied to more local transit service. With the defeat of Measure A, no new local revenue will be generated.

Redevelopment Fees, Developer Impact Fees, Assessment District:

Redevelopment fees could be utilized if a project, such as a transit center, is incorporated into a redevelopment project. Vallejo has used this strategy for their ferry intermodal station located in waterfront redevelopment area. A countywide, or local, development fee could be created and applied as new projects are approved if appropriate; at the project level a nexus would need to be shown. An Assessment District could be created to

provide a reliable source of funding and distribute the cost to both existing and new residents and/or businesses.

2004 STA Population Base Ending Balance

FY 2004-05 AVAILABLE NET ASSETS
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)

Column	A	B	C	D	E
	6/30/2004	FY 2004-05	FY 2004-05	FY 2004-05	6/30/2005
Apportionment Jurisdictions	Balance (with interest)	Revenue Estimate	Paid & Encumbered	Article Transfer	Available for Allocation
Northern Counties					
Marin		363,038	358,761		4,277
Napa		188,184	199,656		(2,191)
Solano (less Vallejo)		423,073	540,461		193,829
Sonoma		685,187	536,314		183,152
SUBTOTAL		1,659,482	1,635,192	-	379,066
Small Operators					
CCCTA Service Area		698,940	742,287		(8,189)
ECCTA Service Area		374,704	386,578		370,427
LAVTA Service Area		263,277	279,267		(3,037)
Union City Service Area		101,929	173,619		(1,201)
WCCTA Service Area		92,623	98,986		(1,201)
Vallejo Service Area		174,115	212,200		11,013
SUBTOTAL		1,705,588	1,892,937	-	367,812
Regional Paratransit					
Alameda		818,310	850,696	-	29,501
Contra Costa		422,884	518,890	-	1
Marin		94,476	94,477	-	4,651
Napa		61,697	61,697	-	-
San Francisco		646,078	-	-	646,078
San Mateo		357,735	496,177	-	-
Santa Clara		741,189	741,188	-	1
Solano		175,997	107,999	-	93,746
Sonoma		195,677	140,435	-	70,917
SUBTOTAL		3,514,043	3,011,559	-	844,895
Regional Express Bus Program					
			135,509	-	745,215
Balance for MTC Regional Coordination Program¹		4,657,052	2,520,875		19,259,981
GRAND TOTAL		11,536,165	9,196,072	-	21,596,969

1. The FY2004-05 STA Fund Estimate is based on \$100.4 million statewide as proposed in the Governor's FY2004-05 budget.

2004 STA Revenue Base Ending Balance

FY 2004-05 AVAILABLE NET ASSETS STATE TRANSIT ASSISTANCE REVENUE-BASED FUNDS (PUC 99314)					
<i>Column</i>	A	B	C	D	E
	6/30/2004	FY 2004-05	FY 2004-05	FY2004-05	6/30/2005
Apportionment Jurisdictions	Balance (with interest)	Revenue Estimate	Paid & Encumbered	Article Transfer	Available for Allocation
ACCMA-ACE	224,992	70,546	0		295,538
VTA-ACE	162,897	95,198	249,172		8,923
City of Union City	8,209	15,042	10,809		12,542
Livermore-Amador Valley Transit Authority	47,547	52,828	96,778		3,597
Central Contra Costa Transit Authority	25,700	201,698	194,902		32,496
Eastern Contra Costa Transit Authority	57,621	90,063	96,006		51,678
Western Contra Costa Transit Authority	50,369	60,162	127,479		(16,948)
City of Yountville	0	-	0		0
City of Napa	-	16,004	0		16,004
NCTPA	10,984	-	19,846		(8,862)
Golden Gate Bridge Highway & Transit District	184,310	1,557,181	1,740,713		1,278
Peninsula Corridor Joint Powers Board	3,246,667	1,486,486	3,928,455		904,698
San Mateo County Transit District	659,923	1,434,102	1,190,270		897,755
Santa Clara Valley Transportation Authority	4,537,377	4,859,366	6,546,274		(149,531)
City of Benicia	28,241	5,293	0		28,534
City of Dixon	8,616	1,214	0		9,830
City of Fairfield	192,909	15,753	0		208,662
City of Vallejo	2,060	175,337	161,074		16,323
County of Sonoma	1,077	35,347	36,380		44
City of Cloverdale	0	-	0		0
City of Healdsburg	433	369	0		802
City of Petaluma	2,643	-	2,520		123
City of Rio Vista	797	-	0		797
City of Santa Rosa	0	31,073	0		31,073
City of Sebastopol	0	-	0		0
City of Sonoma	0	-	0		0
Unprogrammed	0	-	0		0
SUBTOTAL	6,542,973	10,203,062	14,400,678	0	2,345,357

ATTACHMENT E



DATE: November 29, 2004
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano/Napa Multi-Modal Travel Demand Model (Phase 1)

Background:

Since January 2003, DKS Associates has been under contract with the STA to develop a new multi-regional, multi-modal "baseline" travel demand model for Solano and Napa counties that will 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 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 is verifying 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 two months, the consultants will be completing the Phase 1 highway traffic model and preparing forecasts for review and refinement by the Model Committee, STA TAC and STA Board. 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 is scheduled for more technical presentations at the next TAC meetings scheduled for December 22, 2004 and January 26, 2005 respectively. A presentation to the Planning Director's Group is also being scheduled for review on January 13, 2005.

Joe Story of DKS Associates will make a presentation at the STA Board meeting to provide an overview of the purpose, use, land use assumptions and some basic trends identified in the new model.

Based upon a recommendation from the STA TAC (currently expected on January 26, 2005), the final model (including all technical data) is scheduled to be presented at the STA Board meeting on February 9, 2005. Staff has encouraged each TAC and/or TAC Model Member to discuss the model with their STA Board member. Like any new multi-regional model of this magnitude and complexity, refinements will continue to be made until the validation and 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.

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

Attached is an “Update on Development of the Solano/Napa Model” dated November 30, 2004 prepared by DKS consultants.

Recommendation:

Informational

Attachments:

- A. Memo dated November 30, 2004 from DKS Associates entitled, “Update on Development of the 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: November 30, 2004
SUBJECT: Update on Development of the Solano/Napa Model P/A No. 02306

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 been adequately examined in any prior countywide or regional model, this model represents a new approach to the inter-regional forecasting trends.

Development of the base year and forecast year traffic forecasts has been an interactive process with the Model Technical Advisory Committee. Through this process, we have been able to jointly study regional traffic issues, as well as focus on local traffic movements in and around Solano County communities.

In September, DKS provided a summary of the project. Since then, some key refinements have been in development in an effort to improve the model, such as:

Land Use Data. 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. Because each jurisdiction inventories land uses according to different categories, a unique conversion system for trip generation for each jurisdiction was developed. In reviewing estimated traffic volumes, the allocation and magnitude of some of the land uses and their associated trip generation rates have had to be revisited. For



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example, local colleges in Solano and Napa Counties have different traffic patterns when compared to other Bay Area universities.

Roadway Networks. Originally built upon roadway networks from the prior model within Solano County, the Model Technical Advisory Committee has more closely evaluated roadway segments to more closely verify that the correct speeds and number of lanes are being assumed for both the base and future year roadway networks. For example, rural roadway speeds have been increased to reflect the ability to travel on these faster than the prior model assumed.

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.

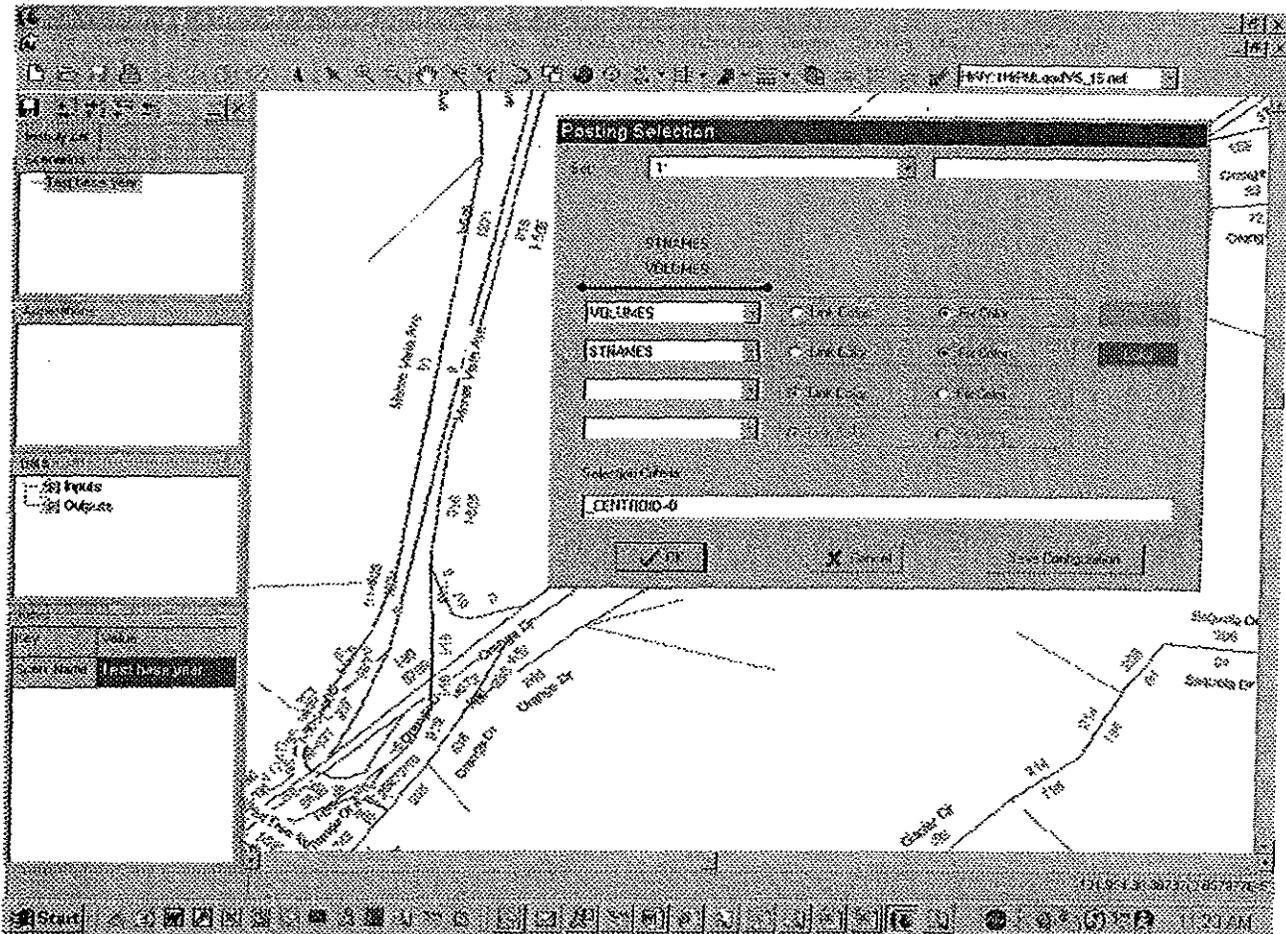
Prepare Revalidated Base Year Model. DKS team will revalidate the travel model, based upon the review and direction of the Model Technical Advisory Committee. A revalidated model is anticipated to be presented on December 16th.

Prepare Final Phase 1 Forecasts. Once the base year model is accepted, the DKS team will continue finalize the forecasts. The Model Technical Advisory Committee has already reviewed the project changes and examined draft forecasts, so this work should be ready in December, shortly after the revalidated model is accepted.

Submit Documentation on Phase 1 Highway Model. DKS will continue to work to complete the model documentation. DKS has outlined this documentation, and continues to develop detailed explanations of the model content.

Meetings/Administration. DKS will be presenting the Phase 1 Model to the STA Technical Advisory Committee, the Arterials, Highways and Freeways Committee, the Solano Transportation Authority Board, and the Napa County Transportation Planning Agency Technical Advisory Committee. DKS will also meet with Caltrans and MTC as requested to discuss the model development effort. The STA Board adoption is proposed on February 9, 2005.

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

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

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

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

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

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

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

YEAR 2030 LAND USE COMPARISON BY COUNTY

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
NAPA COUNTY												
ABAG (Proj 2003)			57,230	153,400	14,650	34,040	15,840	6,030	18,430			88,990
Local Data	48,759	11,074	59,834	157,440	14,465	30,452	17,234	6,560	14,386	2,744		85,841
Difference			2,604	4,040	-185	-3,588	1,394	530	-1,300			-3,149
Difference %			4.5%	2.6%	-1.3%	-10.5%	8.8%	8.8%	-7.1%			-3.5%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
SOLANO COUNTY												
ABAG (Proj 2003)			193,370	577,300	42,850	58,480	76,150	3,210	23,990			204,680
Local Data	146,309	44,769	191,078	563,974	41,433	47,266	83,986	1,205	25,004	8,616		207,532
Difference			-2,292	-13,326	-1,417	-11,214	7,836	-2,005	9,630			2,852
Difference %			-1.2%	-2.3%	-3.3%	-19.2%	10.3%	-62.5%	40.1%			1.4%

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

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
City of Napa												
ABAG (Proj 2003)			36,260	95,400	10,370	17,950	7,860	770	7,890			44,840
Local Data	28,165	7,903	36,068	95,545	9,120	15,801	8,567	2,053	3,271	2,744		41,557
Difference			-192	145	-1,250	-2,149	707	1,283	-1,875			-3,283
Difference %			-0.5%	0.2%	-12.1%	-12.0%	9.0%	166.6%	-23.8%			-7.3%

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

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT							
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade	Total
NAPA COUNTY												
ABAG (Proj 2003)			57,230	153,400	14,650	34,040	15,840	6,030	18,430			88,990
Local Data	48,759	11,074	59,834	157,440	14,465	30,452	17,234	6,560	14,386	2,744		85,841
Difference			2,604	4,040	-185	-3,588	1,394	530	-1,300			-3,149
Difference %			4.5%	2.6%	-1.3%	-10.5%	8.8%	8.8%	-7.1%			-3.5%

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale Trade	Total
City of Benicia ABAG (Prq 2003)			11,980	31,200	3,480	3,560	7,240	120	5,060		19,460
Local Data	8,186	3,756	11,942	31,408	1,536	2,157	7,658	0	6,851	1,675	19,878
Difference			-38	208	-1,944	-1,403	418	-120	3,466		418
Difference %			-0.3%	0.7%	-55.9%	-39.4%	5.8%	-100.0%	68.5%		2.1%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale Trade	Total
City of Dixon ABAG (Prq 2003)			10,860	34,300	1,180	1,910	1,410	950	1,920		7,370
Local Data	9,089	1,536	10,626	33,905	1,450	1,699	1,376	1,112	1,667	515	7,619
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 Trade	Total
City of Fairfield ABAG (Prq 2003)			47,180	144,700	14,200	17,050	31,760	520	3,640		67,170
Local Data	32,793	12,806	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	740		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 Trade	Total
City of Rio Vista ABAG (Prq 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 Trade	Total
City of Vacaville ABAG (Prq 2003)			43,600	132,800	9,860	14,270	14,030	270	6,000		44,430
Local Data	40,213	2,352	42,565	130,840	10,742	11,468	18,875	0	4,695	837	46,617
Difference			-1,035	-11,960	882	-2,802	4,845	-270	-467		2,187
Difference %			-2.4%	-9.0%	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 Trade	Total
City of Vallejo ABAG (Prq 2003)			55,500	163,000	11,370	15,750	18,390	90	6,400		52,000
Local Data	34,458	21,073	55,531	159,678	12,437	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 Trade	Total
Suisun City ABAG (Prq 2003)			11,060	36,100	1,260	3,010	1,960	420	610		7,260
Local Data	8,891	2,064	10,955	35,168	2,591	1,292	845	0	208	1,251	6,188
Difference			-105	-932	1,331	-1,718	-1,115	-420	849		-1,072
Difference %			-0.9%	-2.6%	105.7%	-57.1%	-56.9%	-100.0%	138.2%		-14.8%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale Trade	Total
Solano Unincorporated ABAG (Prq 2003)			5,630	16,700	240	20	10	680	70		1,020
Local Data	4,756	17	4,773	13,625	203	505	96	84	340	5	1,234
Difference			-857	-3,075	-37	485	86	-596	276		214
Difference %			-15.2%	-18.4%	-15.4%	2426.4%	864.9%	-87.7%	393.7%		21.0%

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale Trade	Total
SOLANO COUNTY ABAG (Prq 2003)			193,370	577,300	42,850	56,480	76,150	3,210	23,990		204,680
Local Data	146,309	44,769	191,078	563,974	41,433	47,266	83,986	1,205	25,004	8,616	207,532
Difference			-2,292	-13,326	-1,417	-11,214	7,836	-2,005	9,630		2,652
Difference %			-1.2%	-2.3%	-3.3%	-19.2%	10.3%	-62.5%	40.1%		1.4%

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YEAR 2030 LAND USE COMPARISON BY COUNTY

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

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade/Total
SOLANO COUNTY											
ABAG (Proj 2003)			193,370	577,300	42,850	58,480	76,150	3,210	23,990		204,680
Local Data	146,309	44,769	191,078	563,974	41,433	47,266	83,986	1,205	25,004	8,616	207,532
Difference			-2,292	-13,326	-1,417	-11,214	7,836	-2,005	9,630		2,852
Difference %			-1.2%	-2.3%	-3.3%	-19.2%	10.3%	-62.5%	40.1%		1.4%

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

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (NAPA COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale	Trade/Total
City of Napa											
ABAG (Proj 2003)			36,260	95,400	10,370	17,950	7,860	770	7,890		44,840
Local Data	28,165	7,903	36,068	95,545	9,120	15,801	8,567	2,053	3,271	2,744	41,557
Difference			-192	145	-1,250	-2,149	707	1,283	-1,875		-3,283
Difference %			-0.5%	0.2%	-12.1%	-12.0%	9.0%	166.6%	-23.8%		-7.3%

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

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

YEAR 2030 LAND USE COMPARISON BY JURISDICTION (SOLANO COUNTY)

Jurisdiction	HOUSING/POPULATION				EMPLOYMENT						
	SF	MF	Households	Population	Retail	Service	Other	Agriculture	Manufacturing	Wholesale Trade	Total
City of Berkeley											
ABAG (Prq 2003)			11,980	31,200	3,480	3,580	7,240	120	5,060		19,460
Local Data	8,186	3,756	11,942	31,408	1,536	2,157	7,658	0	6,851	1,675	19,878
Difference			-38	208	-1,944	-1,403	418	-120	3,466		416
Difference %			-0.3%	0.7%	-55.3%	-39.4%	5.8%	-100.0%	68.5%		2.1%
City of Dixon											
ABAG (Prq 2003)			10,860	34,300	1,180	1,910	1,410	950	1,920		7,370
Local Data	9,089	1,536	10,626	33,605	1,450	1,699	1,378	1,112	1,667	515	7,819
Difference			-234	-695	270	-211	-34	162	262		449
Difference %			-2.2%	-2.0%	22.9%	-11.0%	-2.4%	17.0%	13.7%		6.1%
City of Fairfield											
ABAG (Prq 2003)			47,180	144,700	14,200	17,050	31,760	520	3,640		67,170
Local Data	32,793	12,808	45,601	136,808	11,680	16,425	35,948	0	2,300	2,088	68,463
Difference			-1,579	-7,892	-2,520	-625	4,188	-520	748		1,293
Difference %			-3.3%	-5.5%	-17.7%	-3.7%	13.2%	-100.0%	20.6%		1.9%
City of Rio Vista											
ABAG (Prq 2003)			7,560	18,500	1,260	2,910	1,350	160	290		5,970
Local Data	7,921	1,162	9,084	22,840	1,094	1,639	2,586	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%
City of Vacaville											
ABAG (Prq 2003)			43,600	132,800	9,860	14,270	14,030	270	6,000		44,430
Local Data	40,213	2,352	42,565	130,840	10,742	11,468	16,875	0	4,695	837	46,617
Difference			-1,035	-11,160	882	-2,802	4,845	-270	-467		2,187
Difference %			-2.4%	-8.5%	8.9%	-19.8%	34.5%	-100.0%	-7.8%		4.9%
City of Vallejo											
ABAG (Prq 2003)			55,500	163,000	11,370	15,750	16,390	90	6,400		52,000
Local Data	34,458	21,073	55,531	159,678	12,137	12,079	16,592	0	6,667	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%	-8.8%	-100.0%	39.3%		-4.4%
Suisun City											
ABAG (Prq 2003)			11,060	36,100	1,260	3,010	1,960	420	610		7,260
Local Data	8,891	2,064	10,955	35,168	2,591	1,292	845	0	208	1,251	6,188
Difference			-105	-932	1,331	-1,718	-1,115	-420	849		-1,072
Difference %			-0.9%	-2.6%	105.7%	-57.1%	-56.9%	-100.0%	139.2%		-14.8%
Solano Unincorporated											
ABAG (Prq 2003)			5,630	16,700	240	20	10	680	70		1,020
Local Data	4,756	17	4,773	13,625	203	505	96	84	340	5	1,234
Difference			-857	-3,075	-37	485	86	-596	276		214
Difference %			-15.2%	-18.4%	-15.4%	2428.4%	864.9%	-87.7%	393.7%		21.0%
SOLANO COUNTY											
ABAG (Prq 2003)			193,370	577,300	42,850	58,480	76,150	3,210	23,990		204,680
Local Data	146,309	44,769	191,078	563,974	41,433	47,266	83,986	1,205	25,004	8,616	207,532
Difference			-2,292	-13,326	-1,417	-11,214	7,836	-2,005	9,630		2,852
Difference %			-1.2%	-2.3%	-3.3%	-19.2%	10.3%	-62.5%	40.1%		1.4%



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: STIP-TIP Financial Constraint

Background:

The Transportation Improvement Program (TIP) is the primary spending plan for federal funding expected to be available to the Bay Area or any other specific region. The Metropolitan Transportation Commission prepares the TIP for the Bay Area every two years based upon information available from the state and the federal government regarding the projected availability of funding. The TIP must be financially constrained; that is, project funding by fiscal year must coincide with the projected availability of funds.

Due to the state budget crisis and the impacts on transportation funding, in August 2003, after the legislature approved the governor's FY 2003-04 State Budget, the Federal Highway Administration (FHWA) declared all TIPs in California financially unconstrained and froze the TIPs until each region could demonstrate financial reconstraint with respect to the State Transportation Improvement Program (STIP) and the Traffic Congestion Relief Program (TCRP) funding.

In February 2004, MTC was the first of only four regions in California to "reconstrain" the TIP. This action allowed the region to proceed with formal TIP amendments (which were needed for \$300 million in FTA actions), while other regions were unable to approve any formal amendments from August 2003 through the adoption of their 2005 TIPs in October 2004. MTC was able to reconstrain the TIP by moving the funding for some projects to later fiscal years to coincide with transportation funding estimates in the governor's budget.

Discussion:

Due to the ongoing state budget problems, the FHWA may once again determine that the TIP is no longer financially constrained if some or all of the following should occur:

- The California Transportation Commission (CTC) continues to defer FY 2004-05 allocations;
- the Governor delays the Transportation Investment Fund (TIF) transfer to the State Highway Account (SHA) once again in the FY 2005-06 budget;
- the legal challenge to AB 687 (Indian gaming funding) results in an unfavorable decision for the State;
- funds as a result of the Indian gaming bonds and the ethanol fix end up in the SHOPP rather than the STIP;
- and/or the CTC defers part or all of the FY 2005-06 STIP allocations.

MTC staff has proposed a strategy to preempt what appears to be inevitable and to reconstrain the Bay Area TIP while the TIP Air Quality Conformity Analysis is underway in conjunction with adoption of T-2030. Although the outcome of several of the funding uncertainties identified above will not be known until the adoption of the FY 2005-06 State Budget and STIP Fund Estimate in August 2005, there is high probability that impacts to transportation funding will once again cause the FHWA to determine that the TIP is not financially constrained. Since MTC will not be performing another Air Quality Conformity Analysis until the 2007 TIP update in July 2006, MTC staff is proposing to shift STIP funding in the TIP now to align the funding closer to what may actually be available, using the Air quality conformity analysis currently underway for T-2030. By doing so, MTC can show a financially constrained TIP and be able to move forward with formal TIP amendments as needed. MTC staff has consulted with FHWA, Caltrans HQ Federal Programming and CTC staff, and received tentative approval of this proposed strategy.

This overall strategy proposes to move all STIP funds in FY 2004-05 to FY 2005-06 of the TIP (except GARVEE, Caltrans Right of Way, Caltrans Support and Transportation Enhancement funds), move the FY 2005-06 STIP funds into FY 2006-07 (except GARVEE and TE) and move an amount equivalent to the displaced FY 2005-06 funds from FY 2006-07 to FY 2007-08. Basically the impacted STIP funds in the TIP will be reduced to Zero in FY 2004-05, cut 50% in FY 2005-06, and held at the current adopted STIP amount in FY 2006-07.

MTC staff limited projects for movement from FY 2006-07 into FY 2007-08 to those projects that already have local funding on the project (including RM-2 funds) that can be used prior to the STIP funds, thus allowing the project to remain in the three years of the TIP (FY 2004-05 through FY 2006-07). Should STIP funds become available sooner than expected (extremely unlikely), only an administrative TIP amendment would be needed to change the fund source so the STIP funds are available earlier. Both FHWA and Caltrans HQ Federal Programming agree only an administrative TIP amendment would be needed to change the fund source.

CTC staff has assured MTC that these actions for the TIP will not impact the priorities of the programming of the funding in the STIP since MTC is not proposing to move any funds in the STIP - just in the TIP for financial constraint purposes only. This action will not impact the priority, deliverability or fundability of these projects, as these projects will remain in the three years of the TIP and may be allocated/advanced at any time.

The two attachments (one for the RTIP and one for the ITIP) show the proposed changes as shaded areas as will be reflected in the reconstrained TIP. The STIP is not being changed by this proposal.

For Solano County, the following projects have been adjusted to reconstrain the TIP:

- Westbound HOV lane, SR 29 to Carquinez Bridge
- Vallejo Ferry Terminal Parking
- North Connector
- Bahia viaduct track and bridge upgrade
- Fairfield-Vacaville Rail Station.

The HOV lane project was moved one year to coincide with the delay of the HOV lane project in Contra Costa County from the Carquinez Bridge to SR 4. The other projects have other funding, including RM-2 funding, to advance the projects until the STIP funds become available.

Recommendation:

Informational.

Attachments

- A. 2004 STIP Approved by STA Board in April 2003
- B. Adjustments to RTIP Projects
- C. Adjustments to ITIP Projects

**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	4,335.0		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	
Totals	6,704.0	7,075.0	19,428.0	16,535.0	151.0	5,954.0	19,154.0	14,551.0	10,332.0	50,142.0	
						"Fair-share" amount available to Solano County	1,481.0	14,331.0	12,124.0	11,882.0	10,324.0
						Yearly amount over (+) or under (-)	-1,330.0	-8,377.0	7,030.0	2,669.0	8.0
						Cumulative amount over or under	-1,330.0	-9,707.0	-2,677.0	-8.0	0.0
TE - Reserve Lump Sum							1,629.0	578.0	590.0	601.0	3,398.0

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ATTACHMENT A

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Projects Currently Programmed or Voted Since July 1, 2003 (excluding TE)						Project Totals by Fiscal Year								Project Totals by Component						
NS	Reg	County	Agency	Rte	PPNO	Project	Voted	Total	Prior	FY 05	FY 06	FY 07	FY 08	FY 09	R/W	Const	E & P	PS&E	R/W sup	Con Sup
N	2S-74	Alameda	Caltrans	880	16F	HOV, SCI Co Line-Avarado/Niles (02S-74A)	Aug-03	11,047	11,047	0	0	0	0	0	11,047	0	0	0	0	0
N	99	Alameda	Caltrans	80	69F	Emeryville, Ashby/Bay interchanges, env		500	500	0	0	0	0	0	0	0	500	0	0	0
N	02S	Alameda	Caltrans	80	69N	Soundwall, Berkeley Aquatic Park		2,986	0	0	0	0	0	2,986	2,554	0	251	0	181	0
N	02S	Alameda	Caltrans	84	1017	Extend Dumbarton HOV ins to Rt 880, RAW		935	655	0	280	0	0	0	250	0	280	375	30	0
N	02S	Alameda	Caltrans	84	1018	HOV on ramp at Newark Bl, RAW		765	475	0	280	0	0	0	250	0	175	300	30	0
N	99	Alameda	Caltrans	84	81D	4-in expressway (Measure B, \$46,000)		10,000	0	0	0	0	0	10,000	10,000	0	0	0	0	0
N	99	Alameda	Caltrans	238	96A	Reconstruct, Rt 580-Rt 880 (02 STIP)		35,059	6,846	0	0	0	0	0	225	28,213	1,704	4,640	277	0
N	02S	Alameda	Caltrans	580	117	Soundwall, Livermore/Vasco Rd-First St		1,745	804	0	0	941	0	0	131	737	127	544	2	204
N	02S	Alameda	Caltrans	580	139B	Rt 580 noise barrier, add to con		6,280	1,000	0	130	0	5,150	0	100	4,500	0	1,000	30	650
N	02S	Alameda	Caltrans	580	148A	Soundwall, Oakland EB, 14th Av-Ardley		122	122	0	0	0	0	0	0	0	39	73	10	0
N	02S	Alameda	Caltrans	680	A157D	Sunol Grade SB, HOV, phase 3		7,246	0	0	0	0	7,246	0	0	7,246	0	0	0	0
N	2S-74	Alameda	Caltrans	880	16S	Landscaping, SCI Co Line-Avarado/Niles (02S-74)		3,640	0	0	0	0	3,640	0	0	2,940	50	350	0	300
N	02S	Alameda	Caltrans	880	2009M	Mandela Pkwy extension, widening, turn pockets		1,900	0	0	1,900	0	0	0	1,900	0	0	0	0	0
N	00	Alameda	Caltrans	880	42C	Broadway/Jackson interch, design		6,223	6,223	0	0	0	0	0	0	0	3,608	2,615	0	0
N	02S	Alameda	AC Transit	bus	2009A	Maintenance facilities & equipment upgrades		3,705	0	0	0	0	3,705	0	0	3,705	0	0	0	0
N	02S	Alameda	AC Transit	bus	2009B	Expand satellite-based tracking communications		1,000	0	0	0	0	1,000	0	0	1,000	0	0	0	0
N	02S	Alameda	AC Transit	bus	2009C	Berkeley/Oakland/San Leandro transit service study		2,700	0	0	0	2,700	0	0	0	0	0	2,700	0	0
N	02S	Alameda	AC Transit	bus	2009D	Bus component rehabilitation		4,500	0	0	0	0	4,500	0	0	4,500	0	0	0	0
N	02S	Alameda	LAVTA	bus	2009K	Bus maintenance & operations facility		4,000	0	0	0	0	4,000	0	0	4,000	0	0	0	0
N	02S	Alameda	Union City	bus	2110	Union City Intermodal Station		7,007	0	0	720	0	4,004	2,283	0	7,007	0	0	0	0
N	7-74A	Alameda	ACTA	cash	16R	AB 3090 reimbursement (880 HOV)(02S-74A)		11,800	0	0	0	0	0	0	0	11,800	0	0	0	0
N	2S-74	Alameda	Caltrans	cash	16Q	AB 3090 reimbursement (880 HOV)(02S-74B)		25,037	0	0	0	25,037	0	0	0	25,037	0	0	0	0
N	98	Alameda	MTC	cash	2100A	AB 3090 reimbursement (03-04 PPM)(02S-124)		86	0	0	0	86	0	0	0	86	0	0	0	0
N	02S	Alameda	Alameda (City)	loc	2009N	Tinker Av extension		4,000	0	0	0	0	4,000	0	4,000	0	0	0	0	
N	02S	Alameda	Alameda Co	loc	2009L	Vasco Rd safety improvements		1,400	0	0	0	0	1,400	0	1,400	0	0	0	0	
N	02S	Alameda	Oakland	loc	1022	Rt 880 access at 42nd Av/High St, RAW		3,130	0	0	0	3,130	0	3,130	0	0	0	0	0	
N	02S	Alameda	BART	rail	2103	Oakland Airport connector guideway (RTIP)		23,000	0	0	0	0	23,000	0	23,000	0	0	0	0	
N	02S	Alameda	BART	rail	2009F	Repair leak under Lake Merritt Channel		2,000	0	0	0	2,000	0	0	2,000	0	0	0	0	
N	02S	Alameda	BART	rail	2009G	Replace ADA tiles at platform edges		1,248	0	0	0	1,248	0	0	1,248	0	0	0	0	
N	02S	Alameda	Emeryville	rail	2020	Emeryville terminal, parking garage (RTIP)(02S-87)		2,110	0	0	0	0	2,110	0	2,110	0	0	0	0	
N	02S	Alameda	AC Transit	repl	2100B	AB 3090 replacement (component rehab, 2009D)		4,000	0	0	0	0	4,000	0	4,000	0	0	0	0	
N	99	Alameda	AC Transit	repl	2100D	AB 3090 replacement (transmission rehab, 2113A)		628	0	0	0	0	628	0	628	0	0	0	0	
N	04S	Alameda	MTC		2100	Planning, programming, and monitoring		331	0	0	110	110	111	0	331	0	0	0	0	
N	04S	Alameda	MTC/ACCMA		2179	Planning, programming, and monitoring		527	0	0	110	111	111	195	527	0	0	0	0	
N	98	Contra Costa	Caltrans	680	295F	HOV In, Marina Vista-N Main (from 2003 report)	Jun-02	-42,277	-42,277	0	0	0	0	0	-700	-32,696	0	-4,138	-310	-4,433
N	98	Contra Costa	Caltrans	680	295F	HOV In, Marina Vista-N Main (as corrected)	Jun-02	35,446	35,446	0	0	0	0	0	700	25,865	0	4,138	310	4,433
N	02S	Contra Costa	Caltrans	4	192E	Loveridge-Somersville, 8 lanes w/HOV (TCR #16.2)		27,000	0	0	0	0	27,000	0	6,000	17,000	0	0	2,000	2,000
N	02S	Contra Costa	Caltrans	24	57A	Caldecott Tunnel 4th bore (RTIP)(TCR #15)		2,000	0	0	0	0	2,000	0	0	0	0	2,000	0	0
N	02S	Contra Costa	Caltrans	80	261F	Westbound HOV lanes, Rt 4-Carquinez Br (RTIP)		5,000	0	0	0	5,000	0	0	5,000	0	0	0	0	
N	00	Contra Costa	Caltrans	680	274H	Aux lane, Danville seg 1, San Ramon seg 3 (02S-69)		9,000	0	0	60	3,950	0	0	0	7,400	0	0	50	1,550
N	02S	Contra Costa	Richmond	bus	2011E	Richmond Pkwy park & ride, transit access		8,700	0	0	0	0	1,650	7,050	0	7,050	0	1,650	0	0
N	98	Contra Costa	MTC	cash	2118A	AB 3090 reimbursement (03-04 PPM)(02S-124)		53	0	0	0	53	0	0	0	53	0	0	0	
N	02S	Contra Costa	Amboch	loc	2011A	Rt 4 Hillcrest Av EB off ramp, widen		2,250	0	0	0	0	2,250	0	2,250	0	0	0	0	
N	02S	Contra Costa	CCTA	loc	192F	Rt 4 widening, Somersville-Rt160, design		2,618	0	0	0	0	2,618	0	0	0	2,618	0	0	
N	02S	Contra Costa	CCTA	loc	298E	Rt 680/4 interchange, NB 680 to WB 4		5,500	0	0	0	0	5,500	0	0	0	5,500	0	0	
N	02S	Contra Costa	BART	rail	2011D	Pittsburg-Bay Point terminal zone, turnback		1,500	0	0	0	1,500	0	0	1,150	0	350	0	0	
N	02S	Contra Costa	BART	rail	2011G	Add parking level @ Richmond BART station		2,000	0	0	0	0	2,000	0	2,000	0	0	0	0	
N	02S	Contra Costa	Hercules	rail	2011F	Hercules intercity station (State only)(TCR #12)		3,000	0	0	0	0	3,000	0	3,000	0	0	0	0	
N	02S	Contra Costa	Martinez	rail	2011J	Martinez Amtrak station parking		2,000	0	0	0	0	2,000	0	2,000	0	0	0	0	
N	02S	Contra Costa	Amboch	repl	2011C	AB 3090 replacement (Rt 4 Hillcrest)(02S-110)		250	0	0	0	250	0	0	250	0	0	0	0	
N	02S	Contra Costa	CCTA	repl	2011L	AB 3090 replacement (Reliez Valley Rd walkway)		109	0	0	0	0	109	0	109	0	0	0	0	
N	02S	Contra Costa	CCTA	repl	2011M	AB 3090 replacement (Danville Oak Hill Park)		62	0	0	0	0	62	0	62	0	0	0	0	
N	02S	Contra Costa	CCTA	repl	2011W	AB 3090 replacement (Martinez Bay Trail)		300	0	0	0	0	300	0	300	0	0	0	0	
N	02S	Contra Costa	CCTA	repl	2118G	AB 3090 replacement (Vasco Rd, TCR #27)		2,500	0	0	0	0	2,500	0	2,500	0	0	0	0	
N	02S	Contra Costa	Richmond	repl	9878A	AB 3090 replacement (station)(RIP)(02S-129)		2,100	0	0	0	0	2,100	0	2,100	0	0	0	0	
N	04S	Contra Costa	MTC		2118	Planning, programming, and monitoring		215	0	0	71	72	72	0	215	0	0	0	0	
N	96S	Marin	Caltrans	101	342L	Reversible HOV, segments 2,3,4 (96 grf)		18,392	0	0	18,392	0	0	0	18,392	0	0	0	0	
N	98	Marin	Caltrans	101	342L	Reversible HOV, segments 2,3,4 (RTIP)		17,271	6,000	0	0	11,271	0	0	6,000	11,271	0	0	0	
N	98	Marin	Caltrans	101	342L	Reversible HOV, Puerto Suelo segment		7,473	0	0	0	0	7,473	0	7,473	0	0	0	0	
N	02S	Marin	Caltrans	101	360F	Novato-Petaluma, widen to 6 in fwy (RTIP)(TCR #18)		2,200	0	0	0	0	2,200	0	0	0	2,200	0	0	
N	98	Marin	MTC	cash	2127A	AB 3090 reimbursement (03-04 PPM)(02S-124)		18	0	0	0	18	0	0	18	0	0	0	0	
N	04S	Marin	Marin CMA		2127C	Planning, programming, and monitoring		110	0	0	24	24	25	37	110	0	0	0	0	
N	04S	Marin	MTC		2127	Planning, programming, and monitoring		53	0	0	17	18	18	0	53	0	0	0	0	
N	02S	Napa	MTC/Napa TPA		1003E	Planning, programming, and monitoring	Feb-04	60	60	0	0	0	0	0	60	0	0	0	0	

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ATTACHMENT B

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

NS	Reg	County	Agency	Rte	PPNO	Project	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component						
									Prior	FY 05	FY 06	FY 07	FY 08	FY 09	R/W	Const	E & P	PS&E	R/W sup	Con sup	
N	00	Napa	Caltrans	12	373	Rt 12/29 Intersec, separation (env)		1,500	1,500	0	0	0	0	0	0	0	0	1,500	0	0	0
N	04S	Napa	Caltrans	12	376	Rt 12/29/221 Soscol Intersection separation		6,300	2,100	0	0	0	4,200	0	0	0	0	2,100	4,200	0	0
N	02S	Napa	Caltrans	12	367D	Jamieson Canyon Rd widening (TCR #157)		2,000	0	2,000	0	0	0	0	0	0	0	0	2,000	0	0
N		Napa	Caltrans	29	377C	Trancas St Interch planting mitigation (split/577A)		789	0	0	150	0	639	0	0	0	0	639	0	150	0
N		Napa	MTC	cash	2130A	AB 3090 reimbursement (03-04 PPM)(02S-124)		10	0	0	0	10	0	0	0	0	0	10	0	0	0
N		Napa	MTC		2130	Planning, programming, and monitoring		33	0	0	11	11	11	0	0	0	0	33	0	0	0
N	02S	Napa	MTC/Napa TPA		1003E	Planning, programming, and monitoring		68	0	0	0	45	0	23	0	0	0	68	0	0	0
N	00	San Francisco	MTC/SFCTA		2007	Planning, programming, and monitoring	Feb-04	59	59	0	0	0	0	0	0	0	0	59	0	0	0
N	02S	San Francisco	Caltrans	101	619A	Doyle Dr replace (RIP)(S/O)(TCR #22)		5,000	5,000	0	0	0	0	0	0	0	0	0	5,000	0	0
N		San Francisco	MTC	cash	2131A	AB 3090 reimbursement (03-04 PPM)(02S-124)		46	0	0	0	46	0	0	0	0	0	46	0	0	0
N	02S	San Francisco	SF Muni	cash	2134	AB 3090 reimbursement (3rd St light rail mtnc fac)		22,570	0	0	0	0	22,570	0	0	0	0	22,570	0	0	0
N	02S	San Francisco	Golden Gate	ferry	2014J	SF terminal ferry berth		1,000	0	0	0	0	1,000	0	0	0	0	1,000	0	0	0
N	02S	San Francisco	San Francisco	loc	2014D	Addison & Digby traffic circle (State only)		200	0	0	0	0	50	150	0	0	0	150	50	0	0
N	00	San Francisco	SFCTA	repl	1007	AB 3090 replacement (3rd St Integrated TMS)		700	0	0	0	0	0	700	0	0	0	700	0	0	0
N	02S	San Francisco	SFCTA	repl	1003F	AB 3090 replacement (BART 18th St Mission plaza)		2,176	0	0	0	0	0	2,176	0	0	0	2,176	0	0	0
N	02S	San Francisco	SFCTA	repl	2007E	AB 3090 replacement (Doyle Drive)		3,000	0	0	0	0	0	3,000	0	0	0	3,000	0	0	0
N	02S	San Francisco	SFCTA	repl	2014A	AB 3090 replacement (3rd St/Bayshore Bl, rehab)		4,768	0	0	0	0	0	4,768	0	0	0	4,768	0	0	0
N	02S	San Francisco	SFCTA	repl	2014B	AB 3090 replacement (Oak & Fell Sts, ITMS)		1,271	0	0	0	0	0	1,271	0	0	0	1,271	0	0	0
N	02S	San Francisco	SFCTA	repl	2014C	AB 3090 replacement (school crosswalks, signs)		1,300	0	0	0	0	0	1,300	0	0	0	1,300	0	0	0
N	02S	San Francisco	SFCTA	repl	2014E	AB 3090 replacement (audible ped signals)		335	0	0	0	0	0	335	0	0	0	335	0	0	0
N	02S	San Francisco	SFCTA	repl	2014F	AB 3090 replacement (median refugees, 4 intersecs)		50	0	0	0	0	0	50	0	0	0	50	0	0	0
N	02S	San Francisco	SFCTA	repl	2014G	AB 3090 repl (Phelan Av at City College, crosswalk)		200	0	0	0	0	0	200	0	0	0	200	0	0	0
N	02S	San Francisco	SFCTA	repl	2014H	AB 3090 replacement (Muni bidg seismic rehab)		9,200	0	0	0	0	0	9,200	0	0	0	9,200	0	0	0
N	2S-32	San Francisco	SFCTA	repl	2014L	AB 3090 replacement (Caltrain electrification)		4,300	0	0	0	0	0	4,300	0	0	0	4,300	0	0	0
N	02S	San Francisco	SFCTA	repl	2014M	AB 3090 replacement (BART talking signs)		1,080	0	0	0	0	0	1,080	0	0	0	1,080	0	0	0
N	02S	San Francisco	SFCTA	repl	2014N	AB 3090 replacement (BART ADA platform tiles)		1,250	0	0	0	0	0	1,250	0	0	0	1,250	0	0	0
N	02S	San Francisco	SFCTA	repl	2014P	AB 3090 repl (Golden Gate ferry terminal rehab)		2,250	0	0	0	0	0	2,250	0	0	0	2,250	0	0	0
N	02S	San Francisco	SFCTA	repl	2014R	AB 3090 replacement (BART seismic retrofit)		442	0	0	0	0	0	442	0	0	0	442	0	0	0
N	02S	San Francisco	SFCTA	repl	2014S	AB 3090 replacement (Muni rail replacement)		1,000	0	0	0	0	0	1,000	0	0	0	1,000	0	0	0
N	04S	San Francisco	MTC		2131	Planning, programming, and monitoring		143	0	0	47	48	48	0	0	0	0	143	0	0	0
N	04S	San Francisco	MTC/SFCTA		2007	Planning, programming, and monitoring		296	0	0	65	65	66	100	0	0	0	296	0	0	0
N		San Mateo	Caltrans	1	626	Devil's Slide tunnel (RTIP)		750	0	0	0	0	0	750	0	0	0	750	0	0	0
N	04S	San Mateo	Caltrans	92	668	Half Moon Bay widening		3,843	0	0	0	3,843	0	0	0	0	0	3,843	0	0	0
N	02S	San Mateo	Caltrans	92	669B	Slow vehicle lane improv (incr)(02S-88)		8,201	442	0	0	0	0	7,759	200	5,340	0	91	151	2,419	
N	96S	San Mateo	Caltrans	92	669B	Slow vehicle lane improv (96S grf)(02S-88)		5,124	343	0	0	0	0	4,781	343	4,781	0	0	0	0	
N	02S	San Mateo	Caltrans	101	658B	Aux lanes-SCL Co. line to Marsh Rd		10,556	1,535	0	0	0	0	9,021	0	7,617	53	1,482	0	1,404	
N	02S	San Mateo	Caltrans	101	690A	Willow Rd interchange reconstruction		21,075	1,029	0	0	0	0	20,046	0	2,915	14,821	54	975	176	2,134
N	00	San Mateo	Caltrans	101	700B	Aux lanes, 3rd Av-Millbrae Av (RTIP)		28,025	350	0	27,675	0	0	0	0	0	27,325	0	350	0	350
N		San Mateo	MTC	cash	2140B	AB 3090 reimbursement (03-04 PPM)(02S-124)		47	0	0	0	47	0	0	0	0	47	0	0	0	
N	02S	San Mateo	BART	loc	1035	SFO Airport Bicycle Trail (State only)		2,120	0	0	0	0	2,120	0	534	1,586	0	0	0	0	
N	00	San Mateo	San Mateo CTA	loc	225G	Rt 92 widening, curve correction		2,619	0	0	0	0	0	2,619	0	0	0	2,619	0	0	0
N	2S-16	San Mateo	San Mateo CTA	rail	1003G	Tilton and Poplar Av grade separations (02S-16)		9,103	0	0	0	0	0	9,103	0	6,118	1,985	0	1,000	0	0
N		San Mateo	MTC		2140	Planning, programming, and monitoring (02S-87)		148	0	0	49	49	50	0	0	0	0	148	0	0	0
N		San Mateo	SM C/CAG		2140A	Planning, programming, and monitoring (02S-87)		304	0	0	67	67	67	103	0	0	0	304	0	0	0
N	02S	Santa Clara	SCVTA	debt	409C	GARVEE debt (Rt 880 Coleman)(vote 9-03)	Dec-03	36,069	0	6,809	7,315	7,315	7,315	0	0	0	0	36,069	0	0	0
N	02S	Santa Clara	SCVTA	debt	443N	GARVEE debt (Rt 87 HOV North)(02S-60)	Dec-03	19,568	0	3,694	3,968	3,969	3,968	0	0	0	0	19,568	0	0	0
N	02S	Santa Clara	SCVTA	debt	443S	GARVEE debt (Rt 87 HOV South)(02S-60)	Dec-03	22,513	0	4,250	4,566	4,566	4,566	0	0	0	0	22,513	0	0	0
N	96S	Santa Clara	Caltrans	87	2204F	Guadalupe riparian habitat (corridor, grf)		1,000	0	0	0	0	1,000	0	0	0	0	1,000	0	0	0
N	99	Santa Clara	Caltrans	87	2204G	Guadalupe landscaping/2204B (6/02)		1,000	0	0	0	0	1,000	0	0	0	0	1,000	0	0	0
N	99	Santa Clara	Caltrans	87	2204Y	Guadalupe landscaping/2204B (6/02)		2,500	0	0	0	0	0	2,500	0	0	0	2,500	0	0	0
N	02S	Santa Clara	Caltrans	101	468F	Rt 87-Trimble Rd, landscaping (RIP)(5-03 vote)		100	0	0	0	0	0	100	0	0	0	88	0	0	12
N	02S	Santa Clara	Caltrans	152	70	Rt 152/156 interchange improvements (RTIP)		4,299	0	0	0	0	0	0	0	0	0	4,149	0	0	150
N	96S	Santa Clara	Caltrans	152	486D	Passing lanes, left turn lanes (96 grf)		7,385	540	0	0	0	0	6,846	1,226	6,160	0	0	0	0	
N	98	Santa Clara	Caltrans	237	418F	Rt 237/880 interchange, landscaping		1,336	0	0	0	0	0	1,336	0	0	0	1,026	0	0	310
N	02S	Santa Clara	Caltrans	280	503J	Soundwalls, Bird Av-Los Gatos Crk		3,575	0	0	0	54	350	3,171	0	2,710	54	350	0	461	
N	02S	Santa Clara	Caltrans	680	521A	Soundwalls, Capitol Expwy-Muelier Av		3,552	0	0	0	47	377	3,128	69	2,370	47	308	0	758	
N	00	Santa Clara	Caltrans	680	B157D	Sunci Grade SB HOV, phase 3 (RTIP)		8,308	0	0	0	0	8,308	0	0	0	0	6,763	0	0	1,545
N	02S	Santa Clara	Caltrans	880	408E	Soundwalls, Stevens Crk Bl-Rt 280		2,377	0	0	0	34	284	2,059	62	1,760	34	222	0	299	
N	02S	Santa Clara	MTC	cash	2144A	AB 3090 reimbursement (03-04 PPM)(02S-124)		346	0	0	0	346	0	0	0	0	0	346	0	0	0
N	02S	Santa Clara	MTC/SCVTA	cash	2255A	AB 3090 reimbursement (03-04 PPM)(02S-124)		861	0	0	0	861	0	0	0	0	0	861	0	0	0
N	02S	Santa Clara	SCVTA	loc	70	Rt 152/156 interchange improvements (RTIP)		1,841	0	0	0	0	0	0	0	1,841	0	0	0	0	
N	02S	Santa Clara	SCVTA	repl	4854A	AB 3090 replacement (Rt 25 widen)(02S-101)		1,700	0	0	0	0	0	1,700	0	0	0	1,700	0	0	0
N	02S	Santa Clara	MTC		2144	Planning, programming, and monitoring		88	0	0	29	29	30	0	0	0	0	88	0	0	0
N																					

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

NS	Req	County	Agency	Rte	PPND	Project	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
									Prior	FY 05	FY 06	FY 07	FY 08	FY 09	R/W	Const	E & P	PS&E	R/W sup	Con sup
N	96S	Solano	Caltrans	37	6201D	Napa Riv-Sonoma Bl. planting#5201C		428	0	0	428	0	0	0	0	428	0	0	0	0
N	02S	Solano	Caltrans	80	261F	Westbound HOV lanes, Rt 29-Carquinez Br (RTIP)		1,500	0	0	1,500	0	0	0	0	1,000	0	500	0	0
N	98	Solano	MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)(02S-124)		26	0	0	26	0	0	0	26	0	0	0	0	0
N	02S	Solano	Vallejo	ferry	2260	Vallejo ferry terminal, parking (02S-76)		7,300	0	0	1,200	0	6,100	0	0	6,100	0	1,200	0	0
N	02S	Solano	Vallejo	ferry	2261	Baylink ferry maintenance facility		425	0	0	425	0	0	0	0	425	0	0	0	0
N	02S	Solano	Bericia	loc	6045A	West "K" St, W 9th to Military W, overlay (S/O)		154	0	0	154	0	0	0	154	0	0	0	0	0
N	02S	Solano	Dixon	loc	6045B	So Lincoln St, West A-Hillview, overlay (State only)		105	0	0	105	0	0	0	105	0	0	0	0	0
N	02S	Solano	Fairfield	loc	6045C	Hilborn Rd, Waterman-Putah South canal, rehab (S/O)		364	0	0	364	0	0	0	364	0	0	0	0	0
N	02S	Solano	Rio Vista	loc	6045H	Front St, Main-Geertrudes, overlay (State only)		74	0	0	74	0	0	0	74	0	0	0	0	0
N	02S	Solano	Solano Co	loc	6045D	Dally Rd, Locke Rd, Sikes Rd, overlay (State only)		393	0	0	393	0	0	0	393	0	0	0	0	0
N	02S	Solano	Solano TA	loc	5301	Jepson Parkway (I-80 reliever)(02S-66)		3,610	0	0	3,610	0	0	0	3,610	0	0	0	0	0
N	02S	Solano	Solano TA	loc	5301	Jepson Parkway (I-80 reliever)(02S-66)		7,150	0	0	250	0	6,900	0	0	6,900	0	250	0	0
N	98	Solano	Solano TA	loc	5301	Jepson: Vanden Rd widen (County)		7,900	0	0	2,400	5,500	0	2,400	5,500	0	0	0	0	0
N	98	Solano	Solano TA	loc	5301	Jepson: Walters Rd ext (Fairfield)		3,300	0	0	0	0	3,300	0	3,300	0	0	0	0	0
N	02S	Solano	Solano TA	loc	5301K	Local rds north of Rt 80/680/12 Interch (TCR #25)		11,412	0	0	3,512	0	2,900	2,900	0	2,000	6,512	0	0	0
N	02S	Solano	Suisun City	loc	6046E	Emperor Dr, Peltersen Rd, rehab (State only)		140	0	0	140	0	0	0	140	0	0	0	0	0
N	02S	Solano	Vacaville	loc	6046F	Nut Tree Rd, Ulatis-Orange, resurfacing (State only)		342	0	0	342	0	0	0	342	0	0	0	0	0
N	02S	Solano	Vallejo	loc	6045G	Lemon St, Curtoia Pkwy-Sonoma Bl, rehab (S/O)		428	0	0	428	0	0	0	428	0	0	0	0	0
N	98	Solano	MTC	mat	2170	CMAQ match reserve (98S-122)		178	0	0	178	0	0	0	178	0	0	0	0	0
N	02S	Solano	Bericia	rail	6046M	Intermodal transit station, Bericia		1,325	0	0	225	1,100	0	0	225	1,100	0	0	0	0
N	02S	Solano	CapCortJPA	rail	6045L	Bahia viaduct track & bridge upgrade (RTIP)		1,000	0	0	0	1,000	0	1,000	0	0	0	0	0	
N	02S	Solano	Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield (02S-80)		2,250	0	0	125	2,125	0	0	2,125	0	125	0	0	0
N	04S	Solano	MTC		2152	Planning, programming, and monitoring		87	0	0	29	29	0	0	87	0	0	0	0	0
N	04S	Solano	MTC/STA		2263	Planning, programming, and monitoring		176	0	0	38	39	39	60	176	0	0	0	0	0
N	02S	Sonoma	MTC/SCTA		770E	Planning, programming, and monitoring	Feb-04	227	227	0	0	0	0	0	227	0	0	0	0	0
N	02S	Sonoma	Caltrans	101	77S	HOV lanes, Petaluma-Rohnert Park, design		6,000	0	0	0	6,000	0	0	0	0	6,000	0	0	0
N	02S	Sonoma	Caltrans	101	360F	Novato-Petaluma, widen to 6 ln fwy (RTIP)(TCR #18)		2,200	0	0	0	2,200	0	0	0	0	2,200	0	0	0
N	02S	Sonoma	Caltrans	101	749A	HOV lanes, Steele Ln-Windsor, design		6,000	0	0	0	6,000	0	0	0	0	6,000	0	0	0
N	02S	Sonoma	Caltrans	101	781E	HOV, Rohnert Park-Santa Rosa Av (02 STIP)		45,500	6,100	0	0	0	39,400	1,100	34,400	0	4,300	700	5,000	0
N	96S	Sonoma	Caltrans	101	781E	HOV, Wilfred-Santa Rosa Av, (RAW, 96 grf)		1,200	1,200	0	0	0	0	1,200	0	0	0	0	0	0
N		Sonoma	Caltrans	101	781N	Landscaping, Wilfred-Rt 12 (grf)(781H,voted 6-00)		2,446	0	0	0	2,446	0	0	2,446	0	0	0	0	0
N		Sonoma	Caltrans	101	789A	HOV lanes, Rt 12-Steele Lane (02S-77)*		45,600	10,130	0	0	35,470	0	3,030	30,770	1,600	4,700	800	4,700	0
N	00	Sonoma	Caltrans	101	789B	Steele Lane Interchange improv (02S-77)*		15,894	2,536	0	0	13,358	0	55	13,358	595	1,768	118	0	0
N		Sonoma	MTC	cash	2156A	AB 3090 reimbursement (03-04 PPM)(02S-124)		31	0	0	0	31	0	0	31	0	0	0	0	0
N	02S	Sonoma	MTC/SCTA	cash	770F	AB 3090 reimbursement (03-04 PPM)(02S-124)		227	0	0	0	227	0	0	227	0	0	0	0	0
N	04S	Sonoma	MTC		2156	Planning, programming, and monitoring		124	0	0	41	42	42	0	124	0	0	0	0	0
N	04S	Sonoma	MTC/SCTA		770E	Planning, programming, and monitoring		197	0	0	62	0	62	73	197	0	0	0	0	0
								Constrained Totals												
5 YEAR Total including GARVEE								705,857	60,067	14,753	80,728	165,133	228,523	216,720	55,026	569,353	14,795	77,949	4,374	24,427
5 YEAR Total excluding GARVEE								627,707	60,067	14,753	15,849	15,850	15,848	15,850						
								ACTUAL RTIP												
Totals								60067	39961	147209	164807	137160	216720							
GARVEE								14753	15849	15850	15848	15850								
Total - GARVEE								60067	25208	131360	148957	121312	200870							
								Percentage of Actual in Constrained Model												
													0% 49% 100% 175% 100%							
								Percentage of Actual in Constrained over 3 years												
													70%							

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SUMMARY OF STIP INTERREGIONAL SHARE

Does Not Include County Share (See Separate Listings)
(\$1,000's)

Interregional Program																			
Reg	County	Agency	Rte	PFNO	Project	Voted	Total	Prior	FY 05	FY 06	FY 07	FY 08	FY 09	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Intercity Rail & Grade Separation Projects Programmed or Voted																			
02S	Alameda	Emeryville	rail	2020	Emeryville parking garage (ITIP)		4,200	0	0	0	0	0	4,200	0	4,200	0	0	0	0
02S	Contra Costa	Richmond	repl	9878A	AB 3090 replacement (station)(ITIP)(02S-129)		2,000	0	0	0	0	2,000	0	0	2,000	0	0	0	0
02S	Santa Clara	Peninsula JPB	rail	2008	4th track, San Jose-Santa Clara (TCR #9)		17,900	0	0	0	0	17,900	0	0	17,900	0	0	0	0
02S	Solano	CCJPA	rail	6045L	Bahia viaduct track & bridge upgrade (ITIP)		190	0	0	0	0	0	0	0	0	40	150	0	0
02S	Solano	CCJPA	rail	6045L	Bahia viaduct track & bridge upgrade (ITIP)		1,060	0	0	0	0	1,060	0	0	1,060	0	0	0	0
Dec-00	Solano	Caltrans	80	8273	Reconstruct conns, Rt 680 interch (from 2003 report)	May-03	-14,894	-14,894	0	0	0	0	0	-150	-11,400	-923	-1,181	-270	-970
Dec-00	Solano	Caltrans	80	8273	Reconstruct connectors, Rt 680 interch (1-04 revise)	May-03	15,747	15,747	0	0	0	0	0	520	10,392	923	2,555	387	970
Dec-00	Solano	Caltrans	80	8273A	Recon connectors, Rt 680, mitigation (1-04 revise)	May-03	1,128	1,128	0	0	0	0	0	0	1,008	0	0	0	120
	Santa Clara	Caltrans	152	484	New highway, environmental doc only		290	290	0	0	0	0	0	0	0	290	0	0	0
Jul-99	Solano	Caltrans	80	8378	Widen to 8 lanes, Meridian-Pedrick, R/W	closed	1,498	1,498	0	0	0	0	0	0	0	1,494	0	2	0
98 grf	Alameda	Caltrans	92	90C	Hesperian Bl-Santa Clara St		670	0	0	0	0	670	0	0	670	0	0	0	0
	Alameda	Caltrans	680	A157D	Sunol Grade SB HOV, phase 3 (ITIP)*		25,270	3,500	0	0	0	21,770	0	0	19,120	0	3,500	0	2,650
02S	Alameda	ACE	gwy	2021	Livermore Valley siding (TCR #26)		1,000	0	0	0	0	1,000	0	0	1,000	0	0	0	0
02S	Alameda	BART	gwy	2103	Oakland Airport connector guideway (ITIP)		10,000	0	0	0	0	10,000	0	0	10,000	0	0	0	0
Dec-00	Alameda/CC	Caltrans	24	57A	Caldecott Tunnel 4th bore (ITIP)(TCR #15)		18,000	8,000	0	0	0	10,000	0	0	0	8,000	10,000	0	0
Dec-00	Alameda/SCI	Caltrans	680	177	Sunol Grade NB HOV, Milpitas-Rt 64*		33,020	7,940	0	0	0	25,080	0	0	19,050	3,500	4,440	0	6,030
Dec-00	Contra Costa	Caltrans	4	192E	Loveridge Rd interchange (ITIP)		3,000	0	0	0	0	3,000	0	0	3,000	0	0	0	0
02S	Contra Costa	Caltrans	80	261F	WB HOV, Rt 4-Carquinez Br, phase 1 (ITIP)		31,300	8,000	0	0	23,300	0	0	1,300	17,800	2,000	4,500	200	5,500
02S	Marin	Caltrans	101	360F	Novato-Petaluma, widen to 6 ln fwy (ITIP)(TCR #18)		16,600	5,000	0	0	0	2,200	8,400	8,400	0	5,000	2,200	1,000	0
02S	Napa/Solano	Caltrans	12	367D	Jamieson Cyn, widen (ITIP)(TCR #157)		2,000	0	0	2,000	0	0	0	0	0	0	2,000	0	0
02S	San Francisco	Caltrans	101	619A	Doyle Drive replacement (ITIP)(TCR #22)		28,000	28,000	0	0	0	0	0	0	0	0	28,000	0	0
	San Mateo	Caltrans	1	628	Devil's Slide tunnel (ITIP)		750	0	0	0	0	750	0	0	750	0	0	0	0
Dec-00	San Mateo	Caltrans	101	700B	Aux lanes, 3rd Av-Millbrae Av (ITIP)		15,708	495	0	15,211	0	0	0	0	8,561	256	199	40	6,650
May-03	Santa Clara	Caltrans	101	488F	Rt 87-Trimble Rd, landscaping (ITIP)(5-03 vote)		1,460	193	0	0	0	0	1,267	23	1,052	0	193	0	192
	Santa Clara	Caltrans	152	70	Rt 152/156 interchange improvements (ITIP)		4,433	882	0	0	3,551	0	0	0	1,151	882	0	0	2,400
	Santa Clara	Caltrans	152	486D	Truck climbing lanes (grf)		1,400	0	0	1,400	0	0	0	0	400	1,000	0	0	0
	Santa Clara	SCVTA	loc	70	Rt 152/156 interchange improvements (ITIP)		1,759	0	0	0	1,759	0	0	0	1,704	0	55	0	0
	Solano	Caltrans	37	5201F	Planting #5201A		3,046	0	0	0	0	3,046	0	0	2,800	0	0	0	246
Dec-00	Solano	Caltrans	80	5306	Rt 680, landscaping for mitigation (vote rev 1-04)		400	0	0	0	400	0	0	50	250	0	50	0	50
Dec-00	Solano	Caltrans	80	8273B	Recon connectors, Rt 680, landscaping (5-03 vote)		1,287	0	0	0	165	1,122	0	45	900	0	165	101	76
Dec-00	Sonoma	Caltrans	101	770B	Petaluma operational improvements (ITIP)		5,000	1,000	0	4,000	0	0	0	0	3,200	200	750	50	800
	Sonoma	Caltrans	101	789A	HOV lanes, Rt 12-Steele Lane (ITIP)(02S-77)		12,000	0	0	0	12,000	0	0	0	12,000	0	0	0	0
Total Programmed or Voted, Interregional, State Highways							245,218	66,777	0	22,801	41,175	88,848	25,617	15,292	124,464	21,662	57,578	1,510	24,714
ACTUAL ITIP																			
							Totals		66777	4590	61821	11625	74788	25617					
Percentage of Actual in Constrained over 3 years																			
										82%									

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ATTACHMENT C



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Highway Projects Status Report:
1) I-80/I-680/SR 12 Interchange
2) North Connector
3) I-80/I-680/I-780 MIS/Corridor Study
4) I-80/I-680/I-780 Transit Corridor Study
5) Caltrans Auxiliary Lanes Project
6) Jepson Parkway
7) Highway 37
8) Highway 12 (Jameson Canyon and 12/29 Interchange)
9) Highway 12 (East)
10) I-80 Widening (Dixon to Vacaville)
11) SR 113 (Downtown Dixon)

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The Governor signed the FY 2004-05 Budget in early August. The budget provides continued funding for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The budget also provides additional funding for the State Highway Account for the State Transportation Improvement Program (STIP). The additional STIP funds are based on Indian Gaming bonds that are proposed based on the defeat of Propositions 68 and 70 on November 2, 2004. However, a legal challenge from Card Clubs and higher interest rates place these additional funds, and the amount of these funds, in potential jeopardy. The CTC is scheduled to address STIP allocations at their December 2004 meeting. The I-80/I-680/SR 12 environmental studies, the North Connector environmental studies, and the Jameson Canyon environmental studies have all continued to receive reimbursements from the state and will receive allocated funding in FY 2004-05.

The Federal TEA-21 Reauthorization has been delayed in Congress until at least 2005. Federal funding has continued at TEA-21 levels for funds coming to the region; however, new Federal earmarks (I-80/I-680/SR 12 Interchange, Jepson Parkway, and Jameson Canyon) are unavailable until TEA-21 Reauthorization is passed by Congress.

Discussion:

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

1) *I-80/I-680/SR 12 Interchange PA/ED.* The environmental phase of this project is totally funded by a TCRP grant (\$8.1M) and funds have been allocated by the CTC. The environmental studies are underway by a joint venture of MTCO/Nolte. The Environmental Scoping Meeting and transportation "open house" were held on May 12, 2003. The Cordelia Truck Scales Relocation Study is complete and the STA Board of Directors recommended to the State to construct new scales within the I-80/I-680/SR 12 Interchange with a design that includes shorter entrance and exit ramps. STA is working with Caltrans and CHP to better define the actual configuration of the inspection facilities and ramps. STA staff and consultants met with staff from several resource agencies (the Bay Conservation and Development Commission, California Fish and Game Department and U.S. Fish and Wildlife Service) and received guidance on how to proceed with evaluating the potential impacts of this project on the Suisun Marsh. The project limits for the studies have been expanded to Air Base Parkway in order to include an I-80 HOV lane from SR 12 West to Air Base Parkway. Additionally, an interchange at SR 12 and Red Top Road has also been included as part of the PA/ED phase. The PA/ED phase of this project is scheduled for completion in 2007.

2) *North Connector PA/ED.* Korve Engineering was selected for the PA/ED phase for the North Connector. This project continues on schedule and the Administrative Draft of the Environmental Document is under review by Caltrans. The North Connector PA/ED is fully funded through the TCRP (\$2.7M). The Draft Environmental Assessment/Environmental Impact Report (EA/EIR) is scheduled for release in early 2005 with the final EA/EIR anticipated by Summer/Fall 2005.

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

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

5) *Caltrans Auxiliary Lanes Project.* Caltrans is the project manager for this project. The project was advertised for bids on September 2, 2003 and the contract was awarded to O.C. Jones (the contractor for SR 37 Improvements) on December 2, 2003. Construction started on March 2, 2004. The construction contract was awarded for \$12,121,812, 30% under the engineer's estimate. The project is funded through the Interregional Transportation Improvement Program (ITIP) and the State Highway Operations and Protection Program (SHOPP). This project adds one lane in each

direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions. The project is currently on schedule and on budget. The construction is scheduled to be completed in late November and will probably be complete by the time of the TAC meeting.

6) *Jepson Parkway*. The Environmental Impact Study (EIS) is underway for the Jepson Parkway with scheduled completion of the Draft EIS in early 2005. Several segments of the project have been completed, including the Vanden/Peabody intersection realignment in Fairfield, replacement/widening of three bridges in Vacaville, and Leisure Town Road improvements in Solano County. Additionally, the Walters Road widening segment in Suisun City is under construction with construction scheduled for completion in November 2004. The I-80/Leisure Town Road Interchange is also under construction with scheduled completion in 2006. The Metropolitan Transportation Commission (MTC) approved replacing the \$4.65M in STIP funds with federal Surface Transportation Program (STP) funds that allowed this project to proceed to construction this year.

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

8) *Highway 12 (Jameson Canyon and 12/29 Interchange)*. Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC; however, Caltrans District IV suspended the consultant contracts for this project at the direction of Caltrans Headquarters. The STA, Napa County Transportation Planning Agency (NCTPA), and Caltrans have participated in a value analysis process with the goal of identifying a "fundable" roadway project. The value analysis process resulted in a recommendation for a 4-lane conventional roadway instead of a freeway design, reducing the estimated costs from \$262M to \$104M. Continued TCRP funding in the State FY 2004-05 Budget will allow this project to proceed. Caltrans District 4 has continued with the PA/ED phase of this project and proposes to complete it within budget by 2006.

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

through the design stage and full funding is anticipated through the SHOPP program in FY 2005-06.

10) I-80 Widening (Dixon to Vacaville). This project has been removed by Headquarters Caltrans as a candidate project for the Interregional Transportation Improvement Program (ITIP). There is currently no activity on this project and future funding for the project is uncertain.

11) SR 113 (Downtown Dixon). For approximately 10 years, the City of Dixon has requested from Caltrans major improvements to SR 113 through the downtown. This project stalled for several reasons. In October 2002, City staff and STA staff began working with Caltrans District 4 to move this project forward. After several meetings that included the Dixon Mayor and the District 4 Principal Deputy, the City and Caltrans agreed on a scope of project, responsibilities for both the City and Caltrans, and methods for moving this project forward. Reconstruction of SR 113 in Downtown Dixon is included in the 2004 SHOPP program. A Cooperative Agreement between Dixon and Caltrans has been completed and the City will complete sidewalk repairs along the project and the design of the reconstruction project. Caltrans will complete right-of-way and utility coordination and construction of the project. The design has been submitted for Caltrans review. The goal is to submit the project to the CTC for SHOPP funding allocation in Spring 2005 with construction in Summer 2005.

Recommendation:
Informational.



DATE: December 1, 2004
TO: STA Board
FROM: Mike Duncan, Director for Projects
RE: Regional Measure 2 (RM 2) Update and Revisions

Background:

Regional Measure 2 (RM 2) establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM 2 funding. Due to a restriction in Federal law that prevents using tolls for transit operating from bridges receiving Federal funds, the Metropolitan Transportation Commission (MTC) has been unable to authorize RM 2 funds for transit operations.

Discussion:

In order to address the Federal restriction on using bridge tolls for transit operation, MTC requested legislative relief from Congress. The delay of the TEA-21 Reauthorization effectively killed this legislative relief for 2004.

MTC proceeded with a request to the Federal Highway Administration (FHWA) to provide an alternative "administrative" method for providing the transit operating funds by using only tolls generated from the five bridges in the Bay Area that do not receive Federal funds. In October, the FHWA, with concurrence from the Federal Transit Administration (FTA), approved the request to allow the use of toll revenues from non-federalized toll bridges to be used for transit operations. This approval allows MTC to begin meeting the requirements of SB 916 (the RM 2 implementing legislation) for allocating RM 2 funds to transit operations.

RM 2 provides up to \$3.4M per year for transit operations in the Express Bus North pool, including funds for Vallejo Transit and Fairfield-Suisun Transit. Vallejo Transit has submitted a proposal for \$1.827M in RM 2 transit operating assistance for expanded I-80 Express Bus Service and Fairfield-Suisun Transit has submitted a proposal for \$107,875 to expand the I-680 Route 40 service to include mid-day service. Both requests are currently under review by MTC. The details for the RM 2 Transit Operating Support Programs are shown in Attachment A.

MTC staff has also been developing Performance Measures for transit operators to evaluate the effectiveness of transit routes receiving RM 2 operating funds. These Performance Measures are required by the RM 2 legislation (SB 916). The performance measures have been reviewed by transit operators over the past few months and are now ready to be incorporated into the RM 2 Policies and Procedures. Attachment B identifies

these performance measures and incorporates them into the Policies and Procedures through revisions to MTC Resolution No. 3636.

Recommendation:

Informational.

Attachments:

- A. Proposed RM 2 Operating Support Program for Regional Express Bus
- B. RM 2 Policies and Procedures Revisions and Addition of RM 2 Performance Measures for Transit Operating



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: November 8, 2004

FR: Vince Petrites

W. I.

RE: Proposed RM-2 Operating Support Program for Regional Express Bus (REB) and Owl services.

Background

Regional Measure 2 (RM-2) provides for operating support for regional express bus services and for Owl service along the BART corridors, in the following amounts:

Express Bus North – \$3,400,000
Express Bus South - \$6,500,000
Owl Service - \$1,800,000

In addition to the above, \$2,100,000 is available to support Golden Gate Transit's Route 40 across the Richmond-San Rafael Bridge, and \$390,000 is available for Napa Vine service to the Vallejo Intermodal Terminal.

MTC staff has worked with the affected operators to develop operating assistance programs for these services.

Regional Express Bus

In 2000, MTC received a \$40 million grant from the state Traffic Congestion Relief Program (TCRP) for the purchase of buses to be used in a regional express bus program. 94 buses were purchased with this grant, and an operating assistance program was developed that would provide regional operating assistance to these routes for an initial five-year period. The regional assistance provided could be as much as 65% of the operating cost for the first two years of service. The regional subsidy would taper off over the next three years, and the route was expected to be self-sufficient after 5 years.

With the passage of RM-2 providing an ongoing subsidy source for express buses, it seemed logical to try to develop a single Regional Express Bus Program encompassing both existing TCRP routes and newly proposed RM-2 routes – with all of these routes being subject to the same performance standards and subsidy requirements.

Proposal: Develop a Comprehensive Regional Express Bus Program.

The Proposal has two elements:

1. RM-2 will be programmed as an ongoing subsidy to new services and TCRP routes which meet the performance standards as proposed in MTC Resolution No. 3636, Revised – slated for Commission action in November. Feeder services to express routes and existing non-TCRP services are not eligible.
2. Maintain commitment to Transitional TCRP Routes - Any TCRP routes which drop out because of an inability to meet the performance standards will be supported under the existing ramp-down policy as established in MTC Resolution No. 3438, Revised.

The Proposal is based on the following assumptions:

- RM-2 Base Subsidy for a route is equal to the RM-2 subsidy provided in the first full fiscal year of service (RM-2 Subsidy = Operating Cost – Fares – Local/Other Support)
- For TCRP routes, the local support base is the amount provided in FY 2004-05
- RM-2 subsidy can increase a maximum of 1.5% per year; this escalation would cease when the overall limit of 38% of annual RM-2 revenues for operations was reached.
- RM-2 subsidy available only to routes which can realistically project compliance with performance standards.
- RM-2 farebox ratio performance standard for express bus routes is a minimum 30% for peak-period service, or 20% for all-day routes, per MTC's proposed RM-2 Performance Measures. The performance measures are slated to be finalized in November 2004.

Draft Program:

The draft programs (both North and South) are shown in Table A.

In the North Program, Vallejo submitted a new proposal to augment its express routes in the I-80 corridor. The proposed program also includes the TCRP routes in this area which are either underway or about to start. The operators' projected budgets show compliance with the proposed performance measures by Year 3. However, if any routes fail to achieve the standards, MTC policy calls for review by the Commission, development of a corrective action plan, and possible redirection of the operating support to more productive service. The North Program is essentially fully subscribed.

In the South Program, AC Transit has proposed a number of enhancements to their Bay Bridge TransBay routes, as well as an extension to their Line M across the San Mateo Bridge. There are three AC Transit TCRP routes proposed for ongoing funding with RM-2 funds. The San Mateo Bridge and Fremont-Stanford routes are currently operating with CMAQ funds which are not part of the TCRP program; the RM-2 funds would be used after these sources are exhausted.

Two TCRP routes (SamTrans Millbrae-East Palo Alto service and LAVTA's Route 70) are not included in the RM-2 program because current budget projections do not indicate compliance with the farebox standard. These routes will continue to be subsidized with CMAQ and STA funds under the current TCRP policy, with the regional subsidy ramping down over the five-year period.

Finally, there is one new route which we are still considering. AC Transit had proposed extending part of its LA service to Hercules. WestCat has suggested other options for this corridor. Further discussion is needed before we can develop a recommendation.

The South Program has unused capacity of about \$855,000 (this includes the amount under discussion for the Hercules corridor). We will be working with eligible operators to define additional services for the remainder of this program.

Owl Service

RM-2 provides \$1.8 million for Owl service in the BART corridors. Although the tentative program in the legislation focused on the East Bay, we have worked with the operators to develop the following program which encompasses the entire BART network.

Framework:

- Hourly bus service to be provided between Midnight and 4 A.M. weekdays, 6 A.M. Saturdays, and 8 A.M. Sundays for the area covered by the BART network.
- AC Transit would cover its service area (including Union City) and the TransBay connection; CCCTA would cover Pittsburg/BayPoint to downtown Oakland; LAVTA would run from Bayfair to Dublin/Pleasanton; MUNI would cover San Francisco, and SamTrans would run from Millbrae/SFO to Daly City and then on to the TransBay Terminal.
- Timed transfers at Bayfair (between LAVTA and AC Transit), downtown Oakland (between AC Transit locals/TransBay and CCCTA), and the TransBay Terminal (between AC TransBay, MUNI, and SamTrans).
- An ADA paratransit reserve would reimburse operators for any ADA trips attributable to the Owl service.

First Year Subsidy Split:

Operator	Subsidy
AC Transit	838,000
CCCTA	290,015
LAVTA	97,200
MUNI	184,730
SamTrans	368,160
ADA paratransit reserve	21,895
Total	1,800,000

Anticipated Timeline:

We are currently working with the operators to define a fare/transfer structure and resolve remaining operational issues. Assuming limited issues on environmental clearance, the service should be operating by June 2005.

Next Steps

If the group is supportive, the recommendation, as well as related policy changes to existing TCRP policies, will be forwarded to the MTC Programming & Allocations Committee in December for approval. Operating allocations for Express Bus could begin in January, and for Owl service in March

J:\COMMITTEE\Partnership\Partnership Finance\Joint Working Groups Admin\Agenda Items\2004\November (no meeting, just stuff)\Proposed RM2 REB and Owl programs.doc

Proposed RM-2 Express Bus Program - For Discussion

First full yr of RM-2 funding	Type of Service	Farebox		Operating Cost	Fares	Local/Other Support	RM-2
		Projected Ratio	Current Actual				

North Pool

<i>New Service Proposals</i>								
Vallejo Enhanced I-80 Express Bus service in Solano Co.	FY 2005-06	All day	43.3%	base service is 47.9%	6,640,700	2,875,200	1,938,500	1,827,000
<i>TCRP Routes</i>								
CCCTA Martinez - Walnut Cr.	FY 2005-06	All day	29.2%	na	661,380	193,410	60,000	407,970
ECCTA Rte 300	FY 2005-06	All day	23.8%	23.0%	687,390	163,415		523,975
GGT Rte 72	FY 2005-06	Peak	41.0%	40.0%	248,860	102,032		146,827
GGT Rte 75	FY 2005-06	Peak	48.8%	16.0%	373,289	182,215	50,000	141,075
WestCat 30Z/JPX	FY 2005-06	All day	22.4%		374,400	83,750	48,670	241,980
Fairfield/Sulsun Rte 40	FY 2005-06	All day	20.0%		266,952	53,390	105,687	107,875
Total RM-2 Programmed								3,395,701
Total RM-2 Available								3,400,000
RM-2 Residual								3,299

South Pool

<i>New Service Proposals</i>								
AC Line M extension	FY 2005-06	Peak	25.0%		671,180	167,795		503,385
AC Bay Br rte enhancemnts	FY 2005-06	Peak	30.0%		5,340,887	1,602,266		3,738,621
<i>TCRP Routes</i>								
I-80 Richmond TransBay	FY 2005-06	Peak	70.0%	81.0%	365,202	255,641		109,561
Dumbarton-Stanford	FY 2008-09	All day	30.0%	na	464,835	139,451		325,385
Line M	FY 2006-07	All day	30.0%	17.4%	1,382,947	414,884		968,063
Total RM-2 Programmed								5,645,014
Total RM-2 Available								6,500,000
RM-2 Residual								854,986
<i>Transitional TCRP Routes</i>								
LAVTA Rte 70		Peak	18.0%		78,298	14,094		64,204
SamTrans Millbr-E Palo Alto		Peak	25.0%	na	920,471	230,118	193,603	496,750
<i>New Service Proposals - Under Consideration *</i>								
AC Line LA extension to Hercules		Peak	30.0%		357,143	107,143		250,000

* WestCat has suggested other options for this corridor. We intend to bring a recommendation forward after discussions with the two operators.



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Memorandum

TO: Programming and Allocations Committee

DATE: November 10, 2004

FR: Executive Director

RE: RM2 Policies and Procedures Revisions and Addition of RM2 Performance Measures for Transit Operating; MTC Resolution No. 3636, Revised

Background

The MTC Commission approved the Regional Measure 2 (RM2) Policies and Procedures on June 23, 2004, following the passage of the measure by voters in March 2004. Subsequently, the Commission began allocating Regional Measure 2 Bridge Toll funds to projects in July 2004, in accordance with the adopted Policies and Procedures (MTC Resolution 3636). This month, staff is recommending an amendment to the Policies and Procedures to add the RM2 performance measures for transit operating projects and to make several minor technical amendments to the policy.

Proposed Performances Measure for Transit Operations

MTC staff kicked off its discussion of performance measures for RM2 transit operating projects in July 2004. Since July, there have been consultations with both the Partnership Technical Advisory Committee (PTAC) and the MTC Advisory Council on the draft performance measure policy. Both PTAC and the MTC Advisory Council were supportive of the policy. Because the performance measures must be in place prior to approving any operating allocations, staff is presenting a recommendation to the Committee this month that, if approved, will allow operating allocations to move forward now that the "federalization" issue has been resolved.

By way of background, RM2 – approved by the voters in March 2004 – included 36 capital projects and 14 discrete planning and operating projects meant to reduce congestion in the bridge corridors. The table below summarizes the operating and planning projects identified in the legislation. It was a significant feature of the ballot measure to include operating funds for the RM2 transit expansion projects to ensure sustainability of the new services.

S&HC 30914(d) Project #	Project Description	Annual Amount 1st Year of Funding Unless Otherwise Noted (\$ in millions)	Escalation Rate
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	2.1	1.5%
2	Napa Vine service terminating at Vallejo Intermodal terminal	0.39	1.5%
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	3.4	1.5%

Additionally, there was consideration of the administrative ease and transparency for monitoring the performance measures on an annual basis. This consideration is important in that the performance measures must be verifiable by an independent auditor on an annual basis, according to RM2.

Performance Measure Policy Recommendation

Appendix B, Part 5 to MTC Resolution No. 3636, Revised details the specific provisions of the RM2 performance measures. In summary, the primary features of the proposed policy are as follows.

- **Establish performance measures for farebox recovery and a ridership target.**
 - For farebox recovery ratio, transit operators are required to meet the following thresholds depending on type and mode of service.

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

- For ridership, transit operators must in general demonstrate a positive annual change in passengers per revenue hour. To account for economic downturns, a negative value will be allowed up to the percent change in Transportation Development Act revenues.
- **For feeder services to transbay transit services, require that a system-wide performance measure rather than a route-specific target is met.** Two projects – the Muni Third Street Rail Line and the AC Transit Enhanced Bus along Telegraph/ International Blvd./East 14th – are feeder services. The focus of the RM2 funds for these projects, therefore, is to strengthen the feeder network to the other transbay transit services. The system-wide performance will be as established under state law for receiving TDA, State Transit Assistance (STA), and AB 1107 funding.
- **Exempt projects that are not transit operations from the performances measures.** This exemption applies to two projects – the TransLink® and Water Transit Authority planning program.
- **Provide a two-year ramp-up period for the operators to meet the service.** The third year of service, therefore, will be the first year that adherence to the established performance measure is required.
- **Consultation with project sponsor and Commission action if performance is not met.** If an operating program cannot achieve its performance measures, the sponsor will develop a corrective action plan for presentation to the Commission. The Commission will hold a public hearing concerning the project. After the hearing, the Commission may vote to modify the program’s scope, decrease its level of funding, or to reassign all of the funds to another or an additional project. These are statutory requirements of RM2.

Minor Technical Amendments

MTC staff is also proposing technical amendments to the policies and procedures for both the operating and capital programs. The proposed amendments are technical amendments focused on clarifying the current policies. The overall intent of the policy remains the same.

The following changes are being proposed:

- Delegation of Authority to the Executive Director to grant monthly invoicing exceptions;
- Technical modifications to the Capital Program's Resolution of Project Compliance;
- Technical modifications to the Operating Program's Resolution of Project Compliance, Operating Assistance Proposal, and Certification of Assurances;
- Addition of an allocation request, work plan and estimated budget form to the project sponsor allocation request process;
- Requirement of detailed documentation for the mark-up rate in lieu of a mark-up rate cap for implementing agency staff costs;
- Addition of a policy to require a specified useful life for vehicle procurement projects;
- Revision to the conduct of the performance measure audits policy to allow project sponsors to conduct the audits as directed by MTC; and
- Amendment to language about RM2 transit operating to state that the federal agencies have approved the use of toll revenues from the non-federalized bridges for transit operating assistance.

All proposed changes to the RM2 Policies and Procedures are detailed in the Attachment A to MTC Resolution No. 3636, Revised, shown in ~~strikeout~~ and underline format.

Recommendation

Staff recommends that the Programming and Allocations Committee forward Resolution Nos. 3636, Revised including the RM2 Performance Measures to the Commission for approval.

Steve Heminger

SH:AB

Date: June 23, 2004
W.I.: 1255
Referred by: PAC
Revised: 11/17/04-C

MTC Res. No. 3636

**Regional Measure 2
Regional Traffic Relief Plan
Policies and Procedures**

Amended November 17, 2004

**MTC Resolution No. 3636
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov>**

**Policies and Procedures
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Section 1 – General Provisions

Background

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area, by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code.

~~While MTC is moving forward on the Policy and Procedures for both the capital and operating project components of RM2, it must be noted that final resolution has not yet been secured regarding federal limitations on toll revenue expenditures for transit operations. Under current federal law, MTC is prohibited from spending toll revenue on transit operations if federal revenue is being expended on those bridges. While MTC is actively seeking statutory or administrative relief of this limitation, until that is finalized, the Commission will be precluded from any allocations of RM2 funds for transit operating purposes.~~

The following serve as the general provisions in the management of RM2 funding.

Fund Management

The collection of toll revenue is estimated at present time to equal \$125 million annually, after costs of administering RM2. An annual limit of up to 38 percent, a funding cap estimated to be reached in 2015, is made available for those operational elements of RM2. In addition, costs to administer the program are an annual drawdown on the revenue. Finally, first year costs include the required reimbursements to counties for the costs of administering the RM2 ballot measure as part of the March 2nd 2004 general election, as well as the 4-month discount from July 2004 through October 2004 to encourage more users to sign up for FasTrak, the Bay Area's electronic toll collection system.

Program Financing Costs

It is the intent of the Commission to implement those projects and programs outlined in Streets and Highways Code Section 30914 (c) and (d), to the funding amounts designated.

The cost of bonding and financing associated with RM2, including interest payments shall be considered a program cost and shall be identified in the annual RM2 Budget as the first priority repayment. The financing costs are not predicted to reduce the overall funding level available to projects and programs.

Funding Exchanges

Generally, the exchange of RM2 funding with other types of funding from projects not identified in RM2 shall not be allowed, nor shall projects be substituted.

Matching Funds

A local match is not required for RM2 funds. Funds other than RM2 funds identified in the financial plan must be available at the time of allocation. Regional Measure 2 funds can be used as the match for federal fund sources requiring a non-federal match.

Public Involvement Process

The capital improvement projects and operating assistance for transit services identified for funding in RM2 are established by state legislation (Senate Bill 916, Chapter 715, Statutes of 2004) approved by the voters on March 2, 2004. In accordance with the legislation as approved by the voters, the Bay Area Toll Authority (BATA) is the financial manager for RM2 funds, whose responsibilities include the preparation of financial plans, the issuance of debt financing, and the disbursement of funds to project sponsors. The Metropolitan Transportation Commission is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery. In some cases, MTC also serves as the project sponsor, for the regional Transit Connectivity Study, as well as certain regional customer service projects, such as the Transit Commuter Benefits promotion, the Real Time Transit information program, and implementation of TransLink®.

Generally, in conducting its review and approval responsibilities stipulated under RM2, MTC will adhere to its public participation policies as outlined in MTC Resolution No. 2648, MTC's Policy and Procedures on Public Involvement.

Specific statutory provisions require further that as part of its annual assessment of the status of programs and projects under RM2, MTC may make a finding that a program or project cannot be completed or cannot continue due to financing or delivery obstacles making the continuation of the program or project unrealistic. MTC may then determine that the funding will be reassigned. Under these circumstances, the Commission shall hold a public hearing on the project after consultation with the program or project sponsor. The process outlined in MTC's Policy and Procedures on Public Involvement for notification of actions at BATA, Commission, and committee meetings will be adhered to. After the hearing, the Commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign all of the funds to another or an additional regional transit program or project in the same corridor.

Indemnification of MTC

The sponsor shall indemnify and hold harmless MTC, its Commissioners, officers, agents, and employees from any and all claims, demands, suits, loss, damages, injury, and/or liability, direct or indirect, incurred by reason of any act or omission of sponsor, its officers, agents, employees, and subcontractors, under or in connection with the RM2 program. Sponsor agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or

instituted against MTC, its Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments.

Section 2 – Capital Program Guidance

Background

Projects eligible to receive funding from the Capital Program of the Regional Measure 2 (RM2) Regional Traffic Relief Plan are those projects identified to receive funding under Section 30914(c) of the California Streets and Highways Code (S&HC).

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

Project sponsors shall not receive reimbursement of costs incurred prior to MTC approval of the allocation of funding. Final allocation decisions will be subject to the availability of funds.

Useable Segment/ Deliverable Product

RM2 funds for capital projects will be allocated with the specific intent of achieving a product. Deliverable products shall be considered as:

- A completed planning or transit study/ environmental decision/ project approval documentation when allocating to the environmental phase;
- The final design package including contract documents when allocating to the final design phase;
- Title to property/ easements/ rights of entry / possession or utility relocation when allocating to the right of way phase;
- A completely constructed improvement (or vehicle acquisition/ rehabilitation) available for public usage when allocating to the construction phase.

The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention of the Commission in the Initial Project Report and through quarterly progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations, or withhold reimbursements on previously allocated funds.

The expenditure of RM2 funds for any phase of the project must lead to making available to the public a useable or operable segment in accordance with the legislative intent. Any additional funds required to fully fund the project must be identified in the uncommitted funding plan of the Initial Project Report (IPR). If the RM2 revenues are funding only a phase or segment of a larger project, it must be demonstrated that the RM2 deliverable phase or segment is fully funded with committed funds.

In general, allocations will be made to the project a phase at a time. Exceptions to this will be considered; however, the Commission will strive to minimize funding risks in making allocation exceptions.

Authority to Expend

If a project or project component is ready for implementation earlier than RM2 funding is available, the sponsor may request an allocation of funds covering eligible expenditures with deferred reimbursement. A commitment of the funding may be made by the Commission including a determination of when the funds will be available. This action will be taken with the concurrence of the project sponsor; otherwise, the sponsor may elect to wait for an allocation until such time revenues are available. The sponsors will proceed at their own expense. The sponsor shall adhere to the policies and procedures governing allocations and reimbursements. This deferred reimbursement is similar in concept to the Federal Highway Administration's (FHWA)'s Advance Construction (AC) authorization, or the Federal Transit Administration's (FTA)'s pre-award authority or the California Transportation Commission's (CTC)'s AB 3090 approval.

The project sponsor must obtain the Commission's approval of the allocation and description of eligible costs prior to incurring costs. Once the Commission approves the allocation, the sponsor may proceed with eligible expenditures, with the allocation conditioned on the deferred reimbursement for eligible costs, in accordance with the allocating resolution. Project sponsors cannot receive reimbursement of costs incurred prior to MTC approval of the allocation of funding. Project sponsors shall proceed solely at their own risk in advertising, opening bids, or awarding a contract prior to an allocation of RM2 funds. The advertising, bid opening, or awarding of a contract by the sponsor shall in no way prejudice the Commission into making an allocation they deem is unsuitable. Final allocation decisions will be subject to the availability of funds.

Initial Project Report (IPR)

Project sponsors with projects identified to receive funding under Section 30914(c) of the S&HC are required to submit an Initial Project Report (IPR) to MTC before July 1, 2004. The project sponsor is required to submit an updated report to MTC at least annually, by June 30th of each year. The first annual update will be due to MTC no later than June 30, 2005. The updated information will be considered for inclusion in the RM2 annual report. An updated report must be submitted as needed or as requested by MTC; at a minimum, sponsors must submit an updated IPR with any funding allocation request. The Commission will consider approval of the report, or updated report, in conjunction with the allocation of funds.

This report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification to the Commission if the project sponsor will request toll revenues within the subsequent 12 months (next fiscal year). Specific information on the Initial Project Report format is included in Appendix A.

Allocation Process

The allocation process for RM2 capital projects shall consist of funding agreements with sponsors accompanied by evidence of local support, local agreement to conditions, and local certification of absence of legal impediments and local indemnification of the Commission. Under S&HC 30914(e), MTC can enter into a memorandum of understanding between itself and a capital project sponsor addressing specific requirements to be met prior to the allocation of funds. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action.

For capital projects, an IPR as outlined in S&HC 30914(e), and detailed in Appendix A shall be prepared and adopted by the governing Board prior to MTC approval of the IPR and allocation of funds.

In lieu of a separate funding agreement, the sponsor will be expected to certify through an action of its governing board that certain conditions are acknowledged and will be adhered to. General conditions required in that certification are outlined below. As well, a listing of the types of project specific conditions is included.

Along with the certification of conditions from the project sponsor governing board and the IPR, the sponsor will need to provide evidence that the other fund sources contributing toward that project phase are committed. The essential test to be met is when the project sponsor requests reimbursement of RM2 funds, matching fund sources are reimbursed and drawn down at the same rate as the RM2 funds.

Upon completion of the lead sponsor governing board certification, the Commission will consider the allocation of RM2 funds. The Commission will (1) review the governing board action to ascertain that all conditions have been outlined and agreed to; (2) review the IPR approved by the governing board and approve it prior to allocating any funds; and (3) consider the commitment of other fund sources matching the RM2 funds that are required to complete that phase of the project. The Commission's resolution approving the IPR and allocation of RM2 funds will serve as the final agreement between MTC and the implementing agency.

An allocation request will be considered complete and ready for consideration by the Commission when all of the component elements to the request are submitted and approved for forwarding to the Commission by MTC staff.

Allocation Principles

The collection of toll revenue pursuant to RM2 is estimated at \$125 million annually. Up to 38 percent or approximately \$47.5 million is made available annually for those operational elements of RM2. In addition, costs to administer the program are an annual drawdown on the revenue.

The revenue remaining may not match the capital demand on the funds. The Commission will carefully consider each allocation and apply the following principles in its allocation decisions:

1. RM2 funds will not be utilized as a replacement fund source on capital projects for any funds that have been programmed or allocated previously to the project, for the phase requested by the project sponsor, if such replacement results in a shortfall for the overall project or places prior programming commitments in jeopardy.
2. RM2 funds will not be utilized for any capital expenditure, either for right of way or construction, until the project has been environmentally cleared and the project has been approved by the project sponsor. The Commission will give careful consideration to requests for right of way protection or hardship requests whereby early acquisition of right of way is necessary to respond to owner hardship, or to avoid excessive right of way cost increases in the future due to development of the site.
3. RM2 funds will be expended for right of way capital and support only if the project has identified and committed construction capital funds. The Commission will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward.
4. Allocations will only be made to projects a phase at a time: environmental/project approval, final design, right of way, and construction. For example, if the project is entering the environmental phase, only an allocation for environmental will be considered. Exceptions will be considered on a case-by-case basis.
5. RM2 funds will be allocated with the specific intent of achieving a deliverable product. That product shall be the environmental decision/ project approval documentation when allocating to the environmental phase, the final design package including contract documents when allocating to the final design phase, title to property/ easements/ rights of entry or possession when allocating to the right of way phase, and a constructed improvement or minimum operating segment available for public usage when allocating to the construction phase.
6. The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention of the Commission in the IPR or through quarterly progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations. The Commission reserves the right to issue a 30-day stop notice in the event it has to reevaluate the project per S&HC 30914(f).
7. Projects with complementary funds from other sources may be given priority if there are pending timely use of funds requirements on the other fund sources.
8. Other fund sources committed to a project phase that are complementary to RM2 funds will be expected to be spent down at an approximate proportional rate to RM2 funds. On an exception basis, the Commission may consider alternative cash flow expectations of other fund sources.
9. For transit systems, an allocation of funds for capital expenditures, either right of way or construction, may be predicated on an ability to demonstrate that the service meets operating requirements.

Allocation Request

Project sponsors or implementing agencies must initiate an allocation request by submitting an Allocation Request Form and a draft Initial Project Report completed and valid allocation request 60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed allocation application package to MTC. Each phase of

the project is to receive a separate allocation. The allocation request consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at: <http://www.mtc.ca.gov>.

Intent to Request an Allocation (60 days prior to Commission action):

1. Allocation Request Initiation Form
2. Draft Initial Project Report

Allocation Application Package (30 days prior to Commission action):

1. Implementing Agency Resolution of Project Compliance
2. Opinion of Legal Counsel / MTC Indemnification*
3. Board or Official Governing Body Approved/Updated Initial Project Report (IPR)
4. Environmental Documentation**
5. Evidence of Allocation and Commitment of Complementary Funds**
6. Allocation WorkPlan**
7. Allocation Estimated Budget Plan

* Project sponsors have the option of consolidating the 'Opinion of Legal Counsel / MTC Indemnification' within the 'Implementing Agency Governing Board Resolution of Project Compliance'.

** A standard format for these elements of the allocation request has not been developed by MTC. Submission of the information for these items can be in the format as desired by the project sponsor or implementing agency.

Reimbursed Costs

Capital projects in the Regional Traffic Relief Plan shall be paid on a reimbursement basis only. Project sponsors must seek an allocation of funds by the Commission, with reimbursement of eligible costs following the expenditure of funds. Sponsors are to submit invoices on a quarterly basis, and are encouraged to seek reimbursements of eligible costs on a timely basis. The MTC Executive Director is delegated the authority to act on behalf of the Commission. At the time of allocation, the Commission may provide for to grant more frequent invoicing and reimbursements, but not more frequently than monthly.

Eligible Expenses

To ensure that that RM2 funds are put to the most efficient use, limitations on allowable expenses have been placed on environmental, design, right of way, construction, staff support, oversight, consultant services and other aspects of project delivery. Furthermore, agency overhead costs, including administrative support, office equipment, office leases, are not an eligible RM2 expense.

Note that for all project phases, RM2 funds are limited to the statutorily authorized amount:

1. Environmental Studies

RM2 funds are eligible to reimburse expenses incurred by sponsor staff and consultant staff for environmental study costs, including determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts,

determination of right-of-way needs, environmental technical studies (such as air, noise, energy, cultural resources and hazardous waste), and all other studies or activities necessary to prepare and to finalize the appropriate environmental document for approval. Environmental costs eligible for reimbursement shall be limited to the project as described in S&HC Section 30914 (c). Any environmental costs associated with an element of the environmentally scoped project that is beyond the project scope and intent as outlined in S&HC 30914 (c) and approved by the Commission in the IPR are not eligible for reimbursement under RM2.

If costs for environmental studies and preliminary engineering up to 35 percent design are estimated to exceed 10 percent of the overall project costs, then RM2 funds may not be eligible for any expenditure in excess of that 10 percent limit. If the sponsor requests additional costs to be considered as an allowable allocation of expenses for the RM2 program, the project sponsor shall provide sufficient evidence to MTC of the need for the additional funds. This evidence at a minimum shall include a breakdown of the costs of the technical studies needed for each alternative under consideration, the cost of outreach to the affected communities, the cost of any permit negotiations, and the cost of preliminary engineering necessary to reach the environmental decision. MTC shall consider these elements as well as all other aspects of the environmental process prior to any additional allocations being made.

2. Design Costs

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for design activities related to the project scope identified in S&HC 30914 (c) and as approved by the Commission in the IPR. These activities include preparation of alternative design studies; materials and foundation reports; drainage, hydrology and hydraulic reports; management oversight; surveying and mapping; preparation of the plans, specifications and estimate; preparation of bid documents and files for project; preparation of permit applications and maintenance agreements; coordination of agency reviews and any other activities necessary to prepare final PS&E for bid advertisement and award.

If the sponsor wishes to include items of work not covered under the statutory description of the project and as approved by the Commission in the IPR, the cost for including the additional work shall be segregated and the cost borne by the sponsor from non-RM2 fund sources. Items of work that would fall into this area would be the correction or betterment of pre-existing items such as pavement, drainage facilities, landscaping (beyond Caltrans standards) or pedestrian facilities, unless these are an integral part of the project scope and necessary to meet the congestion relief goals of the RM2 program.

3. Right-of-Way Acquisition and Utility Relocation

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for all activities related to right-of-way, advanced right-of-way, and hardship acquisitions, including determination of right-of-way needs; title searches; parcel appraisals; hazardous materials disposition; preparation of right-of-way acquisition documents; negotiation with property owners; activities involved with acquiring rights-of-way including condemnation proceedings, right-of-way capital costs, and cost-to-procure impacts related to the acquisition; utility relocation costs.

Services provided for right-of-way activities involved with property not necessary for the RM2 project as defined in the scope of work approved by the Commission in the IPR shall be at the expense of the sponsor and borne by non-RM2 fund sources.

If any excess right-of-way is sold, or otherwise disposed of, the value of such property shall be returned to MTC, including any profit realized from the sale of the property based on the prorated percentage of funds MTC contributed to the purchase of the property.

4. Construction Contract Item Work Costs

RM2 funds are available to cover all construction expenditures for the project including construction capital, management and inspection, surveys, public outreach, and others as appropriate that are part of the scope of work approved by the Commission in the IPR. RM2 funds are eligible for reimbursement of sponsor's management oversight expenses associated with the construction of the project. This would include activities such as construction management, inspection, expenses associated with reviewing proposed change orders, and activities involved with managing the fund sources contributing to the project.

Sponsor may include additional work beyond the scope of work for the RM2 project at their expense. These costs will be segregated from the other item work expenses and paid for with non-RM2 funds. Items of work could include correction or betterment of pre-existing facilities such as pavement, drainage, landscaping or pedestrian facilities. Items of work within the scope, but covering more expensive treatment for the facility such as specialized lighting standards and signs, more elaborate landscaping or specialized treatment on the face of soundwalls and retaining walls, and specialized sidewalk/hardscape treatments will also be segregated from other project work and paid with non-RM2 funds.

Capital improvements and vehicle procurements for the implementation of the approved RM2 projects are eligible for construction funds. Vehicles procured with RM2 funds must be operated in revenue service for their useful life, as defined by MTC's Transit Capital Priorities process and criteria program.

5. Implementing Agency Staff Costs

The amount for which implementing agency staff can be reimbursed will be limited, as described below. In all cases, staff costs will be charged within the cap of project funds stipulated in RM2.

- a) Agency overhead costs are not eligible for reimbursement from RM2 funds. Costs for implementing agency management and oversight staff, such as City Managers, City Engineers, Public Works Directors, City Attorneys, accountants and senior management staff, will be considered as part of the implementing agency's overhead cost and will not be eligible.
- b) Costs for consultant staff responsible for directly delivering the project are eligible.

- c) Implementing agency staff costs are eligible provided costs are directly related to the project tasks. A mark-up rate of the hourly wage is allowed to cover hourly wages and fringe benefits only. Agency overhead costs are not eligible as part of the mark-up rate. for sponsor staff should not exceed a maximum mark-up rate of 50% of the hourly wage (1.5 times hourly salary). If the rate and/or dollar limitations herein do not allow the sponsor to recoup direct costs dedicated to project, While a cap on the mark-up rate is not specified, the sponsor may is required to submit documentation to MTC to substantiate its requested changes mark-up rate prior to any reimbursements against an allocation. For projects with multiple project sponsors and/or implementing agencies, the project sponsors and/or implementing agencies must mutually agree on the mark-up rate(s) being applied to the direct agency staff costs on the project. and MTC may agree to other rates and/or dollar limitations to be set forth in project specific conditions to the Commission's allocation action.

6. Miscellaneous Costs

The costs of fees from other agencies, including permit fees, or reimbursement for review or oversight costs needed for the project are eligible costs. However, the cost of permits or fees from the sponsor will not be eligible. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities. The costs for specialized equipment for testing, analysis or production of documents for project-related work are also eligible.

Maintenance and Operating Costs

Pertaining to capital projects outlined in Streets and Highways Code Section 30914 (c), it is the obligation of the project sponsor to arrange for all costs to operate and maintain the improvement constructed under RM2. No costs will be considered as eligible for reimbursement out of RM2 funds to operate or maintain the facility or any portion of the facility. If a minimum operating segment or other useable segment of the facility is open for public use prior to the entire facility being opened, and if that segment is still the responsibility of the contractor for operation and maintenance, then these contractor costs can be considered eligible for reimbursement as a capital expense. For transit projects that result in enhanced or expanded services, this financial capacity should be documented as part of the Initial Project Report and its updates (as outlined in Appendix A).

Invoicing and Reimbursements

The sponsor may invoice MTC quarterly as eligible work proceeds. Invoices shall include only eligible costs as described above. All eligible costs shall be invoiced on a reimbursable basis. Costs shall be accounted for by invoices sufficient to detail services performed and payments made. An invoice format will be provided to sponsors by MTC. Approval of invoices shall be contingent on the submittal of Quarterly Progress Reports. In the event such Progress Reports are not complete and current, approval of invoices shall be withheld until an acceptable Quarterly Progress Report is submitted.

RTP Consistency

Capital projects seeking allocations must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires be consistent with federal planning and programming requirements.

CMP Consistency

For capital projects, it is required that all committed project phases be included in a Countywide Plan. The phase of the project requiring funding shall be in an approved County Congestion Management Plan (CMP) or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to seeking allocation of RM2 funds. For multi-county projects, the project must be in the countywide plans and CMP/CIP of the counties affected by the project.

TIP and Air Quality Conformity

Federal laws governing requirements for regions to achieve or maintain federally mandated air quality standards require that all regionally significant transportation improvements be part of a required regional conformity finding. This conformity finding, done at both the regional planning level and the programming level, is in essence an analysis and resultant finding by the responsible agency, in this case MTC as the Metropolitan Planning Organization (MPO) for the Bay Area in concert with the Bay Area Air Quality Management District and the Association of Bay Area Governments. That finding must state that if all the transportation improvements proceed, air quality standards can be reached.

The conformity analysis and finding must encompass all regionally significant projects. A project is regionally significant if it increases transit or highway capacity offers an alternative to established regional highway travel. Projects must be included in the conformity analysis, regardless of their fund source. Such projects using only toll funding, including RM2 funds, or local funds, including measure funds, must be included in the analysis and finding.

To that extent, all regionally significant RM2 projects must be included in the conformity analysis for the Regional Transportation Plan (Plan) and Transportation Improvement Program (Program). Projects must therefore meet the funding requirements that inform those documents. Project specific air quality conformity analysis and findings are the sole responsibility of the project sponsor.

Availability for Audits

Sponsors of capital projects shall be available for an audit as requested by the Commission.

Timely Use of Funds Provisions and Deadlines

The majority of fund sources used for transportation improvements are bound by timely use of funds deadlines. Failure to meet specific funding milestones can result in the funds being deleted from the project. Timely use of funds provisions are established in state and federal statutes for the State Transportation Improvement Program, the federal Surface Transportation Improvement Program (STP), and the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program. MTC's Regional Project Delivery Policy (MTC Resolution No. 3603, approved October 22, 2003) established additional funding milestones for regional STP and CMAQ funding. Given that most RM2 projects are jointly funding with STIP, STP or CMAQ funding, project sponsors must be cognizant of the funding deadlines of the other funds on the project, and reflect appropriate deadlines in the financial plans submitted as part of the Initial Project Report. In the event of funding loss due to the sponsor's inability to meet timely use of funds provisions, the sponsor must demonstrate that the project or project phase is still deliverable.

Although legislation governing RM2 does not place specific deadlines on the funds, MTC will be managing the availability of RM2 funding to ensure continued progress and timely project delivery. Sponsors shall expend the funding consistent with their expenditure (cash flow) plans. As part of its annual assessment of the status of programs and projects, MTC shall consider the reasonable progress of the project after receiving its allocation. If a program or project cannot continue to be delivered, as evidenced in part by a lack of reasonable further progress, the Commission shall consult with project sponsors, hold a public hearing on the project, then determine whether to modify the project's scope or funding; or to reassign the funds to another or an additional program or project within the same corridor.

Generally, project sponsors should adhere to the following timely use of funds provisions. Any specific conditions and requirements for expenditure and reimbursement pertinent to each project shall be identified in the allocating resolution.

- Funds should be encumbered within six months of the allocation.
- Right of Way agreements should be finalized within two years of the allocation of funds for right of way acquisition.
- Construction/equipment purchase contract should be awarded within one year of the allocation of construction funds.
- Funds should be expended within the year identified in the expenditure (cash flow) plan.
- Final reimbursement of funds will be subject to review of the delivered useable/ operable phase or segment.

Project sponsors must demonstrate and certify that they can meet all of the timely use of funds deadlines as part of the financial plan included in the Initial Project Report for the various fund sources on the project. It is encouraged that project sponsors follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606).

Timing Limitation for Environmental Approval

It shall be the policy of MTC regarding the allocation of RM2 funds for all or a portion of the cost to complete the environmental document/ project approval phase of the project, that the process to achieve environmental document and project approval shall not exceed 3 years. This duration shall be measured from the initiation of the environmental process to its completion and shall not be contingent on when the RM2 funds are expended within that process. The intent of this condition is to ensure due diligence on the part of sponsors to secure environmental clearance.

In the event the administrative draft environmental document has not been submitted for public review within the 3 year time frame, no time extension will be recommended and staff will recommend that the project be considered for scope change or fund reassignment per Section 30914(f) of the Streets and Highway Code.

In the event that the administrative draft has been submitted for public review within the 3-year time frame and the sponsor has worked diligently to achieve environmental clearance and project approval, a time extension of one year may be recommended. Any additional extension request beyond this one-year will require the sponsor submit justification acceptable to the Commission.

Project Cancellation

If the RM2 project or project phase is not completed, the project sponsor shall repay MTC any RM2 funds expended above the proportionate share of eligible costs for the project or project phase. With regard to vehicle procurements, removal from revenue service or sale of the vehicle prior to the end of the vehicle's useful life will result in repayment to MTC and the RM2 program for the depreciated value of the vehicle at the time of removal or sale. Following the Commission consultation with the sponsor, public hearing and determination to redirect funds from the project, payment to MTC shall be made with interest and shall be made in accordance with a negotiated repayment schedule, not to exceed 24 months. MTC shall withhold funds due the sponsor for any missed payments under the negotiated agreement.

Project Phases

Project costs and revenue must be separated into the following project phases:

1. Planning Activities, Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)
2. Final Design - Plans, Specifications and Estimates (PS&E)
3. Right-of-Way Activities / Acquisition / Utility Relocation (R/W)
4. Construction / Rolling Stock Acquisition / Operating Service (CON)

To illustrate previous expenditures from other fund sources, the project sponsor is welcome to indicate any previous planning studies and alternatives analyses for the project. Vehicle acquisition, equipment purchase or operating service should use the construction phase.

The project sponsor must display the project in these four components in the Initial Project Report and expenditure (cash flow) plans. All funding amounts programmed for any component shall be rounded to the nearest \$1,000.

Escalated Costs

RM2 funding for any individual project or program shall be limited to the amount designated in the RM2 legislation. The cost of the project phases should be escalated to the year of expenditure when submitting project cost information to MTC. RM2 funds do not escalate. Local project sponsors may use the state escalation rates or their own rates in determining the escalated project phase cost for the year of expenditure. If funding beyond RM2 amounts are required to complete the project phase the sponsor is responsible for securing the additional funding prior to allocation of RM2 funds.

Cost Increases

MTC participation in project or program costs shall be limited to those dollar amounts as outlined in S&HC Section 30914 (c). All cost estimates by project phase, being environmental/project approval, design, right of way, and construction, shall be shown in the Initial Project Report in the year of expenditure.

Where more than RM2 funds are needed to complete a project phase, it is the sole responsibility of the sponsor to secure the additional necessary funding. In the event that the sponsor cannot secure additional funding, and/or the project cannot be segmented to meet the available funds and still conform

to the intent of the legislation and voter mandate, the Commission shall consult with the program or project sponsor, and conduct a public hearing as outlined in S&HC Section 30914(f). After the hearing, the Commission may vote to modify the project's or program's scope, decrease its level of funding, or reassign all of the funds to another regional project or program within the same corridor. If the existing project is removed from the RM2 program, MTC and the sponsor agree to share expenditures of eligible costs to date in accordance with the allocation conditions accompanying the project allocation.

It is the responsibility of the project sponsor to provide Quarterly Progress Reports, working in cooperation with MTC and its consultants. Proposed contract change orders or cost increases that may arise once the contract has been awarded that are in excess of \$250,000 or 20% of the project cost, whichever is less, shall be noticed to MTC as soon as those increases have been identified or no later than the next scheduled Quarterly Progress Report. The project sponsor will provide assurance that the project phase the Commission allocated to is still deliverable. A revised financial plan for the project shall be included as part of the submitted Quarterly Progress Report.

The sponsor is not authorized to claim any RM2 funds in excess of the allocation amount approved by the Commission in association with the scope, cost, and schedule approved by the Commission. Increased costs are eligible for allocation of unallocated RM2 funds if the sponsor provides an updated funding plan indicating that funds from other phases or other sources are available to assure the delivery of the prescribed RM2 project or project phase. This must be accompanied by evidence that other fund sources, either new or increased in dollar amount, are committed. As mentioned elsewhere in this Policy and Procedure document, other fund sources must be programmed and allocated to the project phase requesting an allocation of RM2 funds or a supplement to the allocation of RM2 funds prior to the Commission approving an allocation of RM2 funds. In no case shall the financial responsibility of BATA and/or MTC regarding RM2 funds exceed the amount designated in S&HC 30914 (c) and (d).

If outside funding is found to be available for the RM2 project or project phase to partially offset the RM2 funds, the RM2 funds will not be transferred out of the project until after it is ensured that any known cost increases are adequately addressed.

Cost Savings and Cost Increases at Bid Opening

At the time of bid opening, the responsible low bid may exceed the funding commitment of RM2 funds as well as other fund sources. If in the event of construction budget exceedances, the sponsor may seek an allocation of any remaining RM2 funds not yet allocated to the project only if other funds are committed in sufficient amounts to deliver the construction phase. If all available fund sources are not sufficient to award the project, the sponsor shall consult with MTC on suitable measures to enable the project to proceed, including but not limited to downscoping the project and rebidding, providing additional clarity to enable a more cost-effective bid, or seeking additional revenues. In no case shall the sponsor exceed the levels of RM2 funding allowable under Street and Highway Code Section 30913(d). In utilizing all available funding from all sources for contract award, the sponsor shall consult with MTC staff or its consultants on the likelihood of cost increases during construction and what contingencies are available to address these costs, including the presentation of a risk management plan for constraining construction expenditures to available revenues.

In the event of cost savings at bid opening, the sponsor shall distribute bid savings proportionately to all construction fund sources, including both capital and support. The RM2 funds shall be available to the sponsor for any cost increases associated with the project after construction award until the time of final close-out of the construction phase, including the settlement of all claims.

Any funds remaining at the end of the project shall be reassigned at the discretion of the Commission.

Right of Way Hardship and Protection

Advance acquisition of property may be advisable prior to the completion of the environmental decision and the approval of the project. This generally occurs either under conditions of hardship or protection.

Hardship is defined as a situation where unusual personal circumstances of an owner are aggravated by the proposed transportation improvement and cannot be solved by the owner without acquisition by the project sponsor. Owners of hardship parcels should receive full consideration and service from the project sponsor consistent with normal acquisition procedures, including appropriate relocation assistance and sufficient time to consider the sponsor's offer.

Protection is defined as an acquisition where substantial building activity or appreciation of vacant land value in excess of surrounding market appreciation is both likely and imminent in the event early purchase is not undertaken. Acquisition can occur with a showing that substantial new improvements are planned for the property or existing improvements are to be altered or enlarged, resulting in a substantial increase in future acquisition cost.

If applying for an allocation of RM2 funds for right of way hardship or protection acquisition, the sponsor must investigate need for acquisition, including but not limited to independent appraisals of the property including appropriate investigations of the site for any environmental conditions affecting the value of the property. In the case of advance acquisition due to hardship, the project sponsor must submit to MTC documentation addressing the following minimum criteria prior to a hardship allocation being approved:

- The owner demonstrates a need to dispose of the property.
- The owner is unable to dispose of the property at fair market value because of the pending transportation facility plans.
- The owner cannot reasonable alleviate the hardship in the absence of the sponsor's purchase of the property.
- The sponsor's purchase will substantially alleviate the hardship.

In the case of advance acquisition for the purpose of protection, the aforementioned showing must be made that prompt acquisition is required to prevent development of property, which would cause substantially higher acquisition or construction costs if acquisition were deferred. Relocation costs of residences or businesses should be considered in the final financial analysis provided by the sponsor.

Advance acquisitions made prior to completion of environmental and location processes are not to influence environmental assessment of the project.

Note that there are federal and state laws, regulations and policies governing acquisition and relocation activities. It is not intended that the use of RM2 funds shall waive any of the laws, regulations, or policies that may apply.

If the Commission approves an allocation of RM2 funds for advance acquisition of right of way meeting the conditions as outlined above, the project sponsor shall provide that the land is held in escrow until project approval occurs for the transportation improvement.

Required Evidence of a Fully Funded Project Phase

The Commission will allocate funds for capital projects only if it finds that the project phase is fully funded, either entirely with RM2 funds or with a combination of RM2 funds and other allocated funds. To receive an allocation of RM2 funds for a jointly funded phase, the other contributing funds must be assigned and allocated to that phase of work. Federal funds must have received an obligation (E-76) or Advance Construction Authorization, or be included in an approved FTA Grant. State Transportation Improvement Program (STIP) and Transportation Congestion Relief Program (TCRP) funds must have received an allocation from the California Transportation Commission (CTC). Local Measure funds must have an allocation action by the authority. All other funding must have an action allocating the funds for that phase of work by the responsible authorizing agency or governing body.

At the request of the project sponsor, the Commission may, on an exception basis, consider allocations of RM2 funding conditioned on the allocation of other funds for that phase. In granting conditional allocations, the Commission will consider the nature and timing of other funding commitments to the requested and future phases of work.

Future Funding Commitment

When proposing allocations for only the preconstruction components of a capital project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable or operable segment or product, consistent with the Regional Transportation Plan. The anticipated total project cost and source of any uncommitted future funding must be identified in the IPR. The Commission will exercise caution when allocating to the right of way phase if there is no committed funding for constructing a useable segment of the project.

To be considered committed for future phases of work, federal funds must be in the current TIP or have a Full Funding Grant Agreement (FFGA) or approved Earmark. State Transportation Improvement Program (STIP) funds must be in the current STIP and Local Measure funds must have a commitment action by the governing authority. Transportation Congestion Relief Program (TCRP) funds are considered committed, however, based on current state budget actions, TCRP funds yet to be allocated by the California Transportation Commission (CTC) will not be considered available until FY 2005-06. All other funding must have an action committing the funds by the responsible authorizing agency.

Monitoring and Reporting Requirements

Sponsors will provide MTC with Quarterly Progress Reports 30 days after the end of each quarter (on or before October 31st, January 31st, April 30th, July 31st). These reports are meant to update MTC on the project's scope, cost, and schedule. These reports shall include the following:

- Status: the phase currently underway and the progress since the last report; major meetings and decisions on the project; any significant accomplishments; any setbacks to the project. The sponsor should note whether they anticipate any problems, and what area these problems exist in.
- Expenditures to date: these will be specified as expenditures since the prior quarter, and will include all funding sources including RM2. These will be in sufficient detail to determine that they are eligible expenses.
- Schedule changes: any changes in the project schedule as outlined and approved in the IPR and the consequences of those changes, particularly related to project costs. If the schedule has been modified, a revised schedule must be attached.
- Cost changes: all changes should be noted in the Progress Report; changes greater than 20% or \$250,000 dollars, whichever is less, must be accompanied by a detailed explanation of what options the sponsor has considered to manage the change, including but not limited to what savings can be realized elsewhere in the project to compensate for the change, and what the risks are to not funding the change. If costs have changed by more than \$250,000 or 20%, whichever is greater, a revised funding plan and cash flow schedule must be attached.
- Potential Claims: If RM 2 funds are utilized for the construction phase of the project, then the sponsor must certify if there are any Notices of Potential Claim. If they exist, a summary of such notices as well as the likely cost or schedule impact shall be included. MTC acknowledges that information may be limited, given the need for confidentiality between the sponsor and the contractor. A confidential discussion with MTC staff may be requested; the sponsor shall make every effort to comply with this information request.
- The Progress Report shall be signed by the responsible Project Manager.

A format for submitting the quarterly Progress Report will be forwarded to Project Sponsors, essentially encompassing the items mentioned above.

At Risk Report/Cooperation with Consultants

Upon receipt of the sponsor-submitted quarterly progress reports, MTC and/or its consultant shall prepare an At-Risk Report (Report) for submittal to the Commission that outlines critical scope, cost, or schedule changes to the project. MTC may retain a project control and monitoring consultant to monitor projects, and report to the Commission quarterly on projects or project phases at risk for meeting the adopted scope, cost, or schedule, assessing what options are available to the sponsor to respond to the at-risk condition, and what recommendations may be available to the Commission. The sponsor shall cooperate with MTC and its consultant in the preparation of the Report. This report shall include options the sponsor has or has not considered and the costs and risks associated with those options. The sponsor is expected to participate in discussions with the Commission regarding options to proceed. The Commission will take the Report into consideration when assessing the ability of the project or project phase to be delivered, per Section 30914(f) of the S&HC. Regarding scope changes, any changes resulting in changes in costs or schedule should be delineated. The sponsor at a minimum should mention changes in scope due to permit agency requirements, local governing board direction, or changes in federal, state, or local laws and regulations. The sponsor shall cooperate with MTC or its consultants in the preparation of these documents.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. As with many existing projects in the Bay Area, an RM2 project is likely to have a number of fund sources that make it whole. A project must incorporate the appropriate policy associated with the fund sources that make up the project.

Federal, State, and regional policies and directives regarding nonmotorized travel include the following:

Federal Policy Mandates

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

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

State Policy Mandates

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

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

Regional Policy Mandates

Projects receiving RM2 funding must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Guidance on considering bicycle transportation can be found in MTC's Regional Bicycle Plan (a component of the RTP) and Caltrans Deputy Directive 64. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." MTC's Regional Bicycle Plan, adopted as a component of the RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

MTC's Regional Bicycle Plan, containing federal, state and regional polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:
<http://www.mtc.ca.gov/projects/rtp/bicycle.htm>

Section 3 – Operating Program Guidance

Background

Regional Measure 2 (RM 2) will provide operating support for a number of transit services. These projects are identified in Section 30914(d) of the California S&HC.

~~While MTC is moving forward on the Policy and Procedures for both the capital and operating project components of RM2, it must be noted that final resolution has not yet been secured regarding federal limitations on toll revenue expenditures for transit operations. Under current federal law, MTC is prohibited from spending toll revenue on transit operations if federal revenue is being expended on those bridges. While MTC is actively seeking statutory or administrative relief of this limitation, until that is finalized, the Commission will be precluded from any allocations of RM2 funds for transit operating purposes.~~

On October 13, 2004, the Federal Highway Administration with concurrence of the Federal Transit Administration approved the use of toll revenues from the four non-federalized Bay Area bridges for funding transit operations through the RM2 program. This decision allows MTC to begin allocating operating funds to the projects that were approved as part of RM2.

RM2 funds for operating assistance will be made available annually in accordance with the policies and procedures defined in this section.

Allocation Process

Prior to the beginning of each fiscal year, pending resolution of the federal limitation concerning using toll revenues for operations, MTC will adopt a project specific budget for RM 2 operating funds. It is against this budget, subject to meeting eligibility requirements and fund availability, that project sponsors should request operating allocations.

In S&HC 30914.5(b), MTC is directed to execute an operating agreement with sponsors seeking RM2 funding covering operating assistance for transit services. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action. The annual funding agreement will consist of approval by both project sponsors and MTC of the terms outlined in the sponsor Implementing Agency Resolution and Operating Assistance Proposal (OAP). The Implementing Agency Resolution should provide evidence of a full funding plan, adherence to performance measures, local agreement to conditions, local certification of absence of legal impediments and local indemnification of the Commission and adherence to the planned activity as outlined in the OAP.

An allocation request will be considered complete and ready for consideration by the Commission when all of the component elements to the request are submitted and approved for forwarding to the Commission by MTC staff.

Applications for operating assistance should be submitted sixty days prior to expected allocation date and should include the following material:

1. Cover letter detailing the allocation request;
2. Implementing Agency Resolution; *

3. Operating Assistance Proposal;
4. Opinion of Legal Counsel; *
5. Environmental documentation;
6. Certifications and assurances; and
7. Fiscal audit.

* Project sponsors have the option of consolidating the 'Implementing Agency Resolution' and the 'Opinion of Legal Counsel.'

Appendix B details the formats for the Implementing Agency Resolution, Operating Assistance Proposal, the Opinion of Legal Counsel, and the Certifications and Assurances.

Staff will review the operating assistance request to ensure that the project request meets eligibility per S&H code 30914(d), compliance with financial audit requirements, satisfaction of established performance measures, and other requirements outlined in this policies and procedures manual.

Eligibility

Transit services eligible to receive operating assistance under RM2 are those projects identified under Section 30914(d) of the S&HC. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by the Commission.

Operating costs included in the operating expense object classes of the uniform system of accounts, exclusive of depreciation and amortization expenses and direct costs for providing charter service, are eligible for RM2 operating assistance. In the case of a transit service claimant that is allocated funds for payment to an entity, which is under contract with it to provide transportation services, "operating cost" also includes the amount of the fare revenues that are received by the entity providing the services and not transferred to the claimant. Eligible expenses for operating follow the eligibility criteria for Transportation Development Act funds.

Service initiation costs for RM2 routes – including preparation of environmental clearance – are an eligible expense.

No operator or transit service claimant shall be eligible to receive moneys during the fiscal year from RM2 operating assistance for operating costs that exceed its actual operating cost for the service identified in S&HC 30914(d) or subsequently amended through an action by the MTC Commission (including payment for disposition of claims arising out of the operator's liability) in the fiscal year less the sum of the following amounts:

1. The actual amount of fare revenues received during the fiscal year.
2. The amount of local support required to meet any performance measures established by the Commission per S&HC 30914(e).
3. The amount of other operating subsidies directed at the service during the fiscal year.

For those cases where the RM2 service is a portion of an operator's service, the methodology used to derive the costs and revenues for the route must be specified at the time of allocation. Any change in the methodology will require a revision to the allocation.

The period of eligibility for operating expenses is for the fiscal year for which the allocation is made. The term fiscal year has reference to the year commencing July 1 and ending June 30 of the following year.

Notwithstanding the provisions listed above for transit operating, for purposes of TransLink® and Water Transit Authority administrative expenses, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that planning activities are eligible for reimbursement from toll revenues. Allocation for planning activities will be in accordance with federal guidance and may need to be reviewed by federal agencies in advance of the allocation to confirm that the planned activities are Title 23 eligible.

Consistency with Plans

In addition to the eligibility requirements outlined above, applicants must demonstrate consistency with regional plans and federal planning requirements including but not limited to:

- **MTC Regional Transportation Plan:** For operations projects, applicants should provide the necessary project reference or information to verify that their project is compatible with the RTP.
- **Applicant's Short Range Transit Plan (SRTP) or Countywide Plan:** For operations projects, applicants must reference how the project is reflected in their Short Range Transit Plan or County-wide Five Year Plan. All transit operators that receive operating assistance shall prepare a Short Range Transit Plan, or planning document equivalent for their system, including reference to the planned use of RM2 bridge tolls as part of their overall operations. Failure to complete an SRTP could delay an allocation or make a project sponsor ineligible for RM2 operating assistance.
- **Air Quality Conformity:** An applicant's project must be consistent with the TIP for which MTC has completed an air quality conformity assessment.

Environmental Documentation

Pursuant to California Environmental Quality Act (CEQA) Public Resources Code §21000, et seq., all applicants are required to submit an environmental document that has been stamped by the County Clerk for each project in their annual application. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. At the time of service initiation, an applicant may submit a request for RM2 funding to cover the costs of the environmental assessment for the RM2 route. Applicants are urged to refer to the statutory and regulatory sections cited when preparing the environmental assessment documents. Applicants should consult their environmental officer for guidance in completion of this requirement.

An application for operating funds solely to maintain existing transit services normally will be a Class I categorical exemption under CEQA, and requires only a Notice of Exemption. Applicants should check with their environmental officer for further assistance.

Disbursement of Funds

After approval by the Commission, allocations of operating funds through RM2 will be disbursed in accordance with the terms and conditions as established in the allocation instructions by MTC.

Generally, allocation instructions will direct payments to be made monthly in arrears advance, subject to quarterly adjustments to reflect actual expenses based on monthly invoices. All disbursements are subject to the availability of bridge toll revenues and determination of eligible expenses based on submitted invoices. Specific invoicing procedures will be provided to the sponsor.

Disbursement of RM2 operating assistance is conditional on timely and satisfactory completion of a fiscal audit and may be delayed, cancelled, or adjusted based on audit findings of ineligible expenses. Delinquency of report submittals or failure to comply with other RM2 operating assistance conditions could be grounds for withholding disbursement of funding or rescinding allocations.

Annual Update of Operating Assistance Plan

Streets and Highway Code 30914.5(b) requires that MTC enter into an agreement with all recipients of RM2 operating assistance that shall include, at a minimum, a fully funded operating plan that conforms to and is consistent with the adopted performance measures. The agreement shall also include a schedule of projected fare revenue and any other operating revenues needed to demonstrate that the service is viable in the near-term and is expected to meet the adopted performance measures. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action as discussed above in Allocation Process.

Applicants for RM2 operating assistance will use the Operating Assistance Plan (OAP) to demonstrate a fully funded operating plan that is consistent with MTC adopted performance measures. The original submittal of the OAP for FY 2004-05 was due by May 1st for sponsors requesting allocation in the fiscal year and by June 1st for all other sponsors. In subsequent years, the submittal shall follow a similar schedule but be updated to reflect audited actual data as well as adjusted current year financial and operating data statistics, as appropriate.

The OAP required information is included in Appendix B.

Performance Measures

Prior to allocation of revenue for transit operating assistance under subdivision (d) of Section 30914 of the S&HC, the MTC shall adopt performance measures related to farebox recovery, ridership, and other performance measures as needed. The performance measures ~~shall be developed in consultation with the affected transit operators and the Commission's advisory council~~ are included in Appendix B, Part 5.

The performance measures, as developed in concert with the affected transit operators and the Advisory Council and as approved by the Commission, will effect allocations starting in FY 2006-07. The applicable year for calculating performance measures will be two years in arrears of a requested allocation year. In other words, for FY 2006-07 operating allocations, the Commission will base compliance with the performance measures on FY 2004-05 operating performance.

An independent auditor in the fiscal audit, as discussed below shall verify the certification of compliance with adopted performance measures.

Fiscal Audit

As established in S&H Code 30914.5(c), prior to annual allocation of transit operating assistance by the MTC, ~~project sponsors shall present an audited annual report to MTC~~ the MTC shall conduct, or require the sponsoring agency to conduct, an independent audit that contains audited financial information, including an opinion of the independent auditors on the status and costs of the project and its compliance with the approved performance measures. This information can be provided as an element of the operator's system fiscal audit. At a minimum, the fiscal audit will provide the auditor's professional opinion as to whether RM2 operating assistance was spent on eligible costs and performance measures were met.

In addition, if a project sponsor is conducting the audit, should include RM2 expenses and revenues in its general fiscal audit. This ~~The~~ annual certified fiscal audit shall be submitted to MTC within 180 days after the close of the fiscal year in which the RM2 allocation was received. MTC may suspend disbursement of RM2 operating assistance if an operator fails to meet this deadline.

~~At a minimum, the fiscal audit must provide the auditor's professional opinion as to whether RM2 operating assistance was spent on eligible costs and performance measures were met.~~

The Commission's determination of eligibility for operating assistance will depend on the fiscal audit that is two years in arrears. The first year that fiscal audits must address is FY 2004-05, for use in allocation decisions for FY 2006-07.

All fiscal and accounting records and other supporting papers shall be retained for a minimum of four years following the close of the fiscal year of expenditure.

Monitoring Requirements/Cooperation with MTC and MTC's Consultants

Recipients of RM2 operating assistance funds agree to work cooperatively with MTC staff and/or MTC consultants to provide operating statistics that will be used to monitor the effectiveness of the RM2 operating program and consistency with MTC adopted performance measures. This includes but is not limited to assisting in the collection of survey data, on-board vehicle counts, and making available relevant ridership and costs information. It is important to note that, in most cases, these performance measures will be route-specific and therefore require isolation of the operating cost, passenger boardings, and fare revenue for the route or line for which RM 2 operating assistance is secured.

Regional Coordination/Participation in MTC Programs

Recipients of RM2 operating assistance agree to participate in regional programs aimed at enhancing transit information and customer service. At a minimum, recipients agree to 1) provide their schedule and real-time transit information/data to 511, maintain the data so that it is updated in a timely and accurate manner, and market 511 as the way to learn about the transit service; and 2) offer TransLink® services and market TransLink® as the fare medium to pay for the transit service, as applicable based on transit operator implementation of TransLink®. Recipients also agree to participate in the Integrated Fare Structure and Transit Connectivity studies, as authorized under S&H codes 30914(c). Further,

transit operators receiving RM2 operating assistance agree to make reasonable efforts to implement any recommendations resulting from these studies, as appropriate.

Appendix A – Capital Intent for Allocation Request Forms

Part 1: RM2 Allocation Request Initiation Form

A project sponsor is requested to submit a one page Allocation Request form at least 60 days prior to a request MTC Commission allocation action. A draft Initial Project Report (IPR) should accompany the allocation request. The form is available electronically at www.mtc.ca.gov.

Part 2: RM2 Initial Project Report (IPR) Format

Section 30914(e) of the California Streets and Highways Code requires that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914(c)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by July 1, 2004. Furthermore, MTC requires the project sponsor to submit an updated report to MTC at least annually, and an updated report be submitted along with the funding allocation request. The governing board of the agency submitting the allocation request must approve the updated IPR before MTC can approve the IPR, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation.

The report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds beyond RM2 required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification of whether Regional Measure 2 (RM2) funds will be needed within the subsequent 12 months (following fiscal year). The Initial Project Report format is available at www.mtc.ca.gov.

Appendix A-B – Capital Allocation Application Request Forms

Part 1: RM2 Implementing Agency Resolution of Project Compliance

Resolution No.

Implementing Agency:

Project Title:

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

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

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

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

Whereas, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

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

~~Whereas, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by (agency name) of assurances required for the allocation of funds by MTC; now, therefore, be it~~

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

Resolved, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

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

Resolved, that (agency name) approves the updated Initial Project Report, attached to this resolution; and be it further

~~Resolved, that (agency name) approves the certification of assurances, attached to this resolution; and be it further~~

Resolved, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

Resolved, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

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

Resolved, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 funds; and be it further

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

Resolved that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers,

employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

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

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

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

Resolved, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 2 funds in the amount of (\$_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

Resolved, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

Part 2: RM2 Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 2; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

1. (Applicant) _____ is an eligible sponsor for the Regional Measure 2 funding.
2. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print Name

Part 3: RM2 Initial Project Report (IPR) Format

Section 30914(e) of the California Streets and Highways Code requires that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914(c)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by July 1, 2004. Furthermore, MTC requires the project sponsor to submit an updated report to MTC at least annually, and an updated report be submitted along with the funding allocation request. The governing board of the agency submitting the allocation request must approve the updated IPR before MTC can approve the IPR, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation.

The report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds beyond RM2 required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification of whether Regional Measure 2 (RM2) funds will be needed within the subsequent 12 months (following fiscal year). The Initial Project Report is outlined below, with the report format available at www.mtc.ca.gov.

- **Project Description and Sponsor Information**, including identification of lead sponsor in coordination with all identified sponsors, and identification of agency to seek and receive allocations from MTC,
- **Project Delivery Information**, including summary of any impediments to the completion of the project, status of any environmental documents relevant to the project, status of the project phases and delivery milestones, and discussion of the operability of the project once completed.
- **Project Budget Information**, including the total budget for the project, and any prior expenditure.
- **RM2 Funding Need Information**, including RM2 expenditure (cash flow) plan, status of any prior RM2 expenditures, and identification of any RM2 funding needs for the next fiscal year, and beyond.
- **Project Funding Information**, including identification of committed funding to the project, any uncommitted funding required to fully fund the project, and segregation of the RM2 deliverable segment if different from the total project. Any timely use of funds requirements must be noted and incorporated into the overall funding schedule of the financial plan. The RM2 phase or component must be fully funded with committed funds, and it must be demonstrated that the RM2 funded phase or component results in a useable or operable segment. For transit projects resulting in expanded or enhanced services, the sponsor shall document the financial capacity to operate and maintain those services for a period of at least 10 years following the year services are initiated.
- **Governing Board Action**, including verification of approval of the IPR. The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR and requested the allocation of RM2 funding prior to MTC approval of the IPR and allocation of funds. Verification of the governing board action should be attached to the IPR.
- **Agency Contact and IPR Preparation Information**, including agency and project manager, and IPR preparer contact information, and date the report was prepared or updated.

Part 4: Environmental Documentation

Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.

Part 45: RM2 Evidence of Allocation and Commitment of Complementary Funds

Applicants are required to submit evidence of the commitment of complementary funds for the phase for which the applicant is seeking an allocation of RM2 funds. Copies of the applicable resolution(s) and/or governing body actions allocating the funds to the phase, within the years displayed in the cashflow plan, must be attached to the allocation request. The applicant must demonstrate that the phase is entirely funded prior to the allocation of RM2 funds.

Part 6: RM2 Allocation Work Plan

The implementing agency must submit a detailed Work Plan covering the deliverables for which a RM2 funding allocation is being sought. The Work Plan should be consistent with the parameters included in the Board approved Initial Project Report, and must have sufficient detail regarding each deliverables' scope, cost and schedule. The elements of the work plan will serve as the basis of MTC staff review of project sponsor invoices. MTC staff will work with sponsors to ascertain the work breakdown level appropriate to the funding request being made. The Work Plan must be submitted with the allocation application request.

Part 7: RM2 Estimated Budget Plan

The sponsor must submit an Estimated Budget Plan (EBP) outlining the agency costs, consultant costs, and any other costs associated with the delivery of the Work Plan element. A separate EBP is required for each deliverable segment within each allocation. In some instances an allocation may have only one deliverable. In other instances an allocation may be associated with multiple deliverables. The format for the EBP submission is available at www.mtc.ca.gov.

Appendix B – Operating Allocation Request Forms

Part 1: Certifications and Assurances

(Sample form is available at www.mtc.ca.gov)

Applicant certifies that, if RM-2 funding was received in the prior year, it has included the RM-2 costs and revenues in its general fiscal audit for that year. Applicant also assures that it will include the RM-2 costs and revenues in its general fiscal audit for the year in which funds are requested. Applicant certifies that it has submitted a satisfactory independent fiscal audit with required compliance statement to MTC to receive operating assistance.

Applicant certifies to one of the following:

- 1) For bus operators, -that it has submitted a copy of the California Highway Patrol (CHP) certification, which was issued within the last 13 months indicating compliance with California Vehicle Code §1808.1 and Public Utility Code §99251 (CHP "pull notice system and periodic reports"), or relevant Coast Guard certification, as appropriate.
- 2) For rail or ferry operators, it certifies that it is current on all inspections and certifications required by federal and state agencies.

Applicant for RM2 funds certifies that it has current SB 602 "joint fare revenue sharing agreements" in place with transit operators in the MTC region with which its service connects, and that it has submitted valid and current copies of all such agreements to MTC.

Applicant also agrees to participate in the Integrated Fare Structure and Transit Connectivity studies authorized in SB 916 (Chapter 715, Statutes of 2004).

Applicant for funds certifies that it complies with MTC's Transit Coordination Implementation Plan (MTC Resolution No. 3055, revised) and with Public Utilities Code §99314.5(c) and §99314.7).

The applicant may be asked to certify such other assurances as MTC may deem appropriate consistent with the RM2 Policies and Procedures outlined above.

Part 2: RM2 Operating Assistance Proposal (OAP)

The Operating Assistance Proposal (OAP) format is included below:

Project Name:

Description of Proposed Service *Please provide a map of the proposed route and a written description of the following:*

- Description of markets being served (both travel demand as well as inter operator connections)
- Description of methodology used to estimate ridership/assign ridership

Service Parameters *Please provide the following information:*

	Weekday	Weekend
Service Start/End times		
Headways Peak/Offpeak		
Vehicles in service Peak/Offpeak		
Daily revenue vehicle hours		

Budget *Please provide a written description of the following:*

- Basis of expense projections, i.e., description of cost model.
- Basis of fare revenue projections (assumptions on fare structure, including any increases over the five years, and resulting average fare).
- Description of other revenues — if subsidies from other agencies are included, describe status of commitments.
- Five year projections and audited past actual and adjusted current year information — Please provide the following information. Expenses should be in year of expenditure (escalated) dollars.

Budget	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09
Operating Expense					
Operating Revenue					
—Fares					
—RM2					
—Other (list)					
Total Revenues					

Projected Operating Data and Performance Measures:

	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09
Total annual passengers					
Average weekday riders					
Revenue vehicle hours					
Revenue vehicle miles					
Fare ratio					
Passengers per Hour					
Cost per passenger					
Subsidy per passenger					
Cost per vehicle hour					

Data on past actual and adjusted current year should be provided once the service becomes operational.

Implementation Schedule and Status Report *Please provide description of the following:*

- Proposed start date
- Environmental clearance status and schedule
- Vehicles/other capital status and procurement schedule for incremental capital needed to support RM2-funded operations.
- If partnering with other agencies, provide letters of support from partners.
- Description of potential implementation issues
- Once operational, please provide a status report on the implementation to date as well as any planned schedule adjustments or other service changes in the coming year.

The Operating Assistance Proposal (OAP) includes the information outlined below. The format for sponsors to complete is available to be downloaded at www.mtc.ca.gov.

1. Description of Proposed Service

- a. Map of service area.
- b. Description of markets being served (both travel demand as well as inter-operator connections)
- c. Description of methodology used to estimate ridership/assign ridership

2. Service Parameters

- a. Service start/end times.
- b. Headways in the peak and off-peak
- c. Vehicles in service during the peak and off-peak
- d. Daily revenue vehicle hours

3. Budget Information

- a. Basis of expense projections, i.e., description of cost model.
- b. Basis of fare revenue projections (assumptions on fare structure, including any increases over the five years, and resulting average fare).
- c. Description of other revenues – if subsidies from other agencies are included, describe status of commitments.
- d. Five-year projections and audited past actual and adjusted current year information for operating cost and revenue. Revenue projections should disaggregate fare revenue, TDA, local sales tax, private sector contributions, and other subsidies.

4. Operating Data and Performance Measures

- a. Five-year projections and audited past actual and adjusted current year information for service parameters including annual ridership, weekday ridership, revenue vehicle hours, and revenue miles.
- b. Five-year projections and audited past actual and adjusted current year information for performance measures including farebox recovery ratio, passengers per revenue hour, cost per rider, subsidy per rider, and cost per revenue hour.

5. Implementation Schedule and Status Report

- a. Proposed start date
- b. Environmental clearance – status and schedule
- c. Vehicles/other capital – status and procurement schedule for incremental capital needed to support RM2 funded operations.
- d. If partnering with other agencies, provide letters of support from partners.
- e. Description of potential implementation issues
- f. Once operational, please provide a status report on the implementation to-date as well as any planned schedule adjustments or other service changes in the coming year.

Part 3: Sample RM2 Operating Board Resolution

Resolution No.

Implementing Agency:

Project Title:

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

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

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

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

Whereas, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Operating Assistance Proposal and incorporated herein as though set forth at length, demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; and

Whereas, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by (agency name) of assurances required for the allocation of funds by MTC; now, therefore, be it

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

Resolved, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that (agency name) approves the updated Operating Assistance Proposal, attached to this resolution; and be it further

Resolved, that (agency name) approves the certification of assurances, attached to this resolution; and be it further

Resolved, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

Resolved, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(d); and be it further

Resolved, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 funds; and be it further

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

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

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

Resolved, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for operating or planning costs for (Fiscal Year) with MTC for Regional Measure 2 funds in the amount of (\$_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

Resolved, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

Part 4: RM2 Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 3. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 2; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

4. (Applicant) _____ is an eligible sponsor for the Regional Measure 2 funding.
5. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
6. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print Name

Part 5: RM2 Performance Measures for Operating Projects

1. The objective in establishing performance measures is to ensure that the Regional Measure 2 (RM2) operating dollars are directed to productive services within the corridors identified in the legislation, or as redirected by the Commission after a public hearing process.
2. Two performance measures will be used to assess cost recovery and ridership change in accordance with California Streets and Highway Code (S&HC) 30914.5(a), which requires that MTC shall adopt performance measures related to farebox recovery ratio and ridership: 1) farebox recovery and 2) change in passengers per revenue vehicle hour. Farebox recovery ratio and change in passengers per hour performance measures are established in items 4 and 5.
3. Recognizing that the market demands as well as policy goals for the operating projects in S&HC 30914(d) are not uniform, several thresholds for farebox recovery are established and outlined in item 4.
4. An operating segment must meet or exceed the farebox recovery ratio conforming to its particular mode and service type as defined in the table below. Peak service is defined as service that does not continue at least hourly between the morning and afternoon commute periods. All day service is generally defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Long-haul bus services (> 25 miles) will be deemed "all day" if service is provided at least every two hours during the midday. Owl service is service that has been developed with the specific goal of closing a temporal gap in the transit network.

Peak Service	<u>40%</u>	<u>35%</u>	<u>30%</u>
All Day Service	<u>30%</u>	<u>25%</u>	<u>20%</u>
Owl Service	<u>N/A</u>	<u>N/A</u>	<u>10%</u>

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

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

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

6. If an operating program cannot achieve its performance objectives described above, MTC staff will consult with the project sponsor about potential service adjustments or redeployment to increase the productivity of the route and best serve transit in the corridor. After this consultation, the sponsor will be given the opportunity to present to the Commission a corrective action plan for meeting the RM2 performance measures. Based on the corrective action plan recommendation, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. If the project continues to not meet the performance measure, the Commission shall hold a public hearing concerning the project. After the hearing, the Commission may vote to modify the program's scope, decrease its level of funding, or to reassign all of the funds to another or an additional project.
7. Only transit operations will be subject to the performance measure outlined in this policy. Projects (13) and (14) outlined in RM2 under S&HC 30914(d) are not subject to these performance measures as these projects do not meet the definition of transit operations.
8. Each operating project that requests RM2 operating funding will be given a two-year ramp-up period to meet the performance measures with an expectation that measures will be met in the third year of service. If an operating scope or definition is changed at the sponsor request after initial rollout of the operating project, no new ramp-up period will be granted.
9. Compliance with the performance measures must be certified as part of the annual fiscal audit prepared by the project sponsor. The compliance and, therefore eligibility for RM2 operating funds, for a given fiscal year will be based on fiscal audit two years in arrears. Therefore, the first year for which performance measures will be assessed is for FY 2008-09 operating requests; these requests will take into consideration performance in FY 2006-07.
10. For purposes of calculating farebox recovery ratio and passengers per revenue vehicle hour, project sponsors must allocate costs in accordance with the cost allocation shown below for the various service types. This cost allocation strategy must be consistent with that provided to MTC as part of the annual Operating Assistance Plan (OAP). Further, baseline data on ridership, costs, fares, and average fare must be established as part of the OAP for RM2 services that represent an incremental change to the operator's overall service plan. The operator should establish a data collection plan for assessing changes to the baseline system for purposes of calculating ridership, costs, and fare for the new RM2 incremental services.

<u>Peak Service</u>	<u>Fully Allocated Costs</u>
<u>All Day Service</u>	<u>Fully Allocated Costs</u>
<u>Owl Service</u>	<u>Marginal Costs</u>

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



DATE: December 2, 2004
TO: STA Board
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA members during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Regional Signal Timing Program	Christina Atienza, MTC (510) 817-3221	December 30, 2004
Regional Bicycle and Pedestrian Program	Doug Johnson, MTC (510) 464-7846	January 21, 2005
Countywide Transportation for Livable Communities (TLC) Planning Grant	Robert Guerrero, STA (707) 424-6075	January 28, 2005
Traffic Engineering Technical Assistance Program (TETAP)	Christina Atienza, MTC (510) 817-3221	January 28, 2005
Office of Traffic Safety (OTS) Grant	Mark Bertacchi, OTS (916) 262-0985	January 31, 2005



FUNDING OPPORTUNITY:

Regional Signal Timing Program

Due December 30, 2004

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Regional Signal Timing 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: An applicant must be a Bay Area public agency and is either responsible for operating traffic signals or authorized to act on behalf of the agencies that operate traffic signals.

Program Description: This program provides funding for traffic signal coordination consultants.

Funding Available: \$1.2 million in federal funds is available to retime up to 700 signals. MTC will provide the local matching funds

Eligible Projects: Projects can range from an arterial in one jurisdiction to citywide signal timing in adjoining jurisdictions.

Further Details: <http://www.mtc.ca.gov/funding/rstp-cfp.htm>
In the 2004 cycle, all project applications that met the eligibility requirements were funded.

Program Contact Person: Christina Atienza, MTC, catienza@mtc.ca.gov, (510) 817-3221

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



FUNDING OPPORTUNITY:

Regional Bicycle and Pedestrian Program

Regional Program applications with Countywide projects list
Due January 21, 2005

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.

11.5% local match of total project cost is required. 25% of the program's funds will be directed to pedestrian projects.

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.

Further Details: http://www.mtc.ca.gov/funding/bike-ped_cfp.htm
Attend the BAC meeting on December 2, 2004 for Countywide program info

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

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



FUNDING OPPORTUNITY:

Countywide Transportation for Livable Communities (TLC) Planning Grant

Due January 28, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Countywide Transportation for Livable Communities (TLC) Planning Grant is intended to assist jurisdictions plan projects that are eligible for the program based on the STA's Countywide TLC Guidelines. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local governments, transportation agencies, and community-based nonprofit organizations (if partnered with local government) may receive funding.

Program Description: This program provides funding for TLC planning activities.

Funding Available: \$150,000 to \$200,000 target budget through 2006.
Grant max per project is \$50,000 over two years.

Eligible Projects: Planning activities:

- Concept/Vision plans, Specific Area Plans
- Drawing and Design of streetscape/capital improvements
- Public Outreach / Community meetings/ Vision workshops

Planning projects must be complete by June 30, 2006.

Further Details: <http://www.solanolinks.com/programs2.html>

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



FUNDING OPPORTUNITY:

Traffic Engineering Technical Assistance Program

Applications Due 4:00pm, January 28, 2005

TO: STA Board

FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Bay Area government agencies involved with traffic or transit operations and safety.

Program Description: This is a grant for technical assistance from consultants hired by MTC for traffic engineering projects defined by local agencies.

Funding Available: Approximately \$225,000 in federal funds for 2005. Maximum grant amount per project is \$30,000 with MTC making the local match.

Eligible Projects: Operations: Traffic calming, crosswalks
Analysis/Evaluations: collision analysis, develop grant applications
Planning: challenging project planning (e.g. Traffic signal system upgrades, Smart Corridor operations.)

Grant Contact: Christina Atienza, MTC, (510) 817-3221
<http://www.mtc.ca.gov/funding/tetap-cfp.htm>

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



FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Grant

Due January 31, 2005

TO: STA Board
FROM: Sam Shelton, Planning Assistant

This summary of the Office of Traffic Safety (OTS) Grant 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 governmental agencies, state colleges, and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers are eligible. Community-based organizations and nonprofits may be co-partners but cannot receive the funds

Program Description: OTS offers traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions

Funding Available: OTS awarded \$74.2 million in FY 03/04.

Example Projects: Solano County 2005 Traffic Safety Grant Awards

- Fairfield, "Safe Passage", Lidar speed signs on Air Base \$61,500.00
- Fairfield Police Department, \$342,648.00
- Suisun City Police Department, \$90,000.00
- Vallejo Police Department, \$125,000.00

Further Details: <http://www.ots.ca.gov>

Program Contact Person: Mark Bertacchi, OTS, mbertacchi@ots.ca.gov, (916) 262-0985

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