



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

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

MEETING NOTICE

Wednesday, March 12, 2003

**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 Acting Chair Silva

II. APPROVAL OF AGENDA (6:00 – 6:05 p.m.)

III. 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 707.424.6075 during regular business hours, at least 24 hours prior to the time of the meeting.

STA Board Members:

Jim Spring, Chair City of Suisun City	Karin MacMillan, Vice Chair City of Fairfield	Pierre Bidou City of Benicia	Mary Ann Courville City of Dixon	Marci Coglianesse City of Rio Vista	Len Augustine City of Vacaville	Dan Donahue City of Vallejo	John Silva County of Solano
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STA Alternates:

Michael Segala	Harry Price	Dan Smith	Gil Vega	Ed Woodruff	Rischa Slade	Pete Rey	Barbara Kondylis
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- IV. EXECUTIVE DIRECTOR'S REPORT (6:10-6:15 p.m.) – Pg 1** Daryl K. Halls
- V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC (6:15- 6:45 p.m.)**
- A. Caltrans Report** Yader Bermudez
- B. MTC Report**
- C. Informational Presentation on STA Fund Sources** Daryl Halls
- VI. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion
(Note: Items under consent calendar may be removed for separate discussion)
 (6:45-6:50 p.m.) – Pg 13
- A. STA Board Minutes of February 5, 2003** Kim Cassidy
Recommendation: Approve the minutes of February 5, 2003 – Pg 15
- B. Approve Draft TAC Minutes of February 26, 2003** Kim Cassidy
Recommendation: Receive and file draft TAC minutes of February 26, 2003– Pg 21
- C. FY 2002/2003 Second Quarter Financial Report** Daryl Halls, Nancy Whelan
Recommendation: Receive and file – Pg 25
- D. 2004 STIP Amendment for FY 2003-04** Mike Duncan
Recommendation: Authorize the Executive Director to request an amendment to the 2002 RTIP in accordance with Attachment B– Pg 27
- E. Legislative Report** Janice Sells
Recommendation: Approve the following:
 1. AB 826 (Salinas) – Watch
 2. SB 170 (Torlakson) – Watch
 3. SB 916 (Perata) - Watch– Pg 31
- F. 2003 Tranny Award Nomination for the Solano Comprehensive Transportation Plan** Dan Christians
Recommendation: Authorize the Executive Director to submit a 2003 Tranny nomination to the California Transportation Foundation for the Solano Comprehensive Transportation Plan – Pg 77

VII. ACTION ITEMS - FINANCIAL

- A. **Revised 5-Year Bicycle/Pedestrian Plan and TDA Article 3 Claims for 2003-04** Robert Guerrero

Recommendation: Approve the following:

1) The 5-Year TDA Article 3 Bicycle/Pedestrian Plan for 2003-2008; and 2) TDA Article 3 claims for projects listed for 2003-04 in the 5-Year Bicycle/Pedestrian Plan and submit to MTC as follows:

A.	City of Benicia	Park Road Bicycle/Pedestrian Improvements	\$160,000
B.	County of Solano	Dixon to Davis Bike Route	\$125,000
C.	City of Suisun City	Central County Bikeway Project	\$25,000
		Total:	\$310,000

(6:50-6:55 p.m.) – Pg 81

- B. **Consultant Service for Analysis of Measure E** Daryl Halls
Recommendation: Authorize the Executive Director to enter into an agreement with Smith, Kempton & Watts for consultant services for an amount up to \$20,000 for a four-month period beginning on March 17, 2003– (6:55-7:00 p.m.) - Pg 87

VIII. INFORMATION ITEMS–

- A. **Draft “Toolkit” STA/YSAQMD Land Use Conference Update** Dan Christians
Recommendation: Review and prioritize comments
– (7:00-7:15 p.m.) - Pg 93

- B. **MTC Partnership Board – Regional Policies Update** Daryl Halls
Informational – (7:15-7:20 p.m.) - Pg 97

(No Discussion Necessary)

- C. **North Connector Project Environmental Scoping Meeting – March 6, 2003** Mike Duncan
Informational – Pg 129

- D. **Highway Projects Status Report** Mike Duncan
Informational – Pg 137

E. Funding Opportunities Summary
Informational – Pg 149

Robert Guerrero

IX. BOARD MEMBERS COMMENTS

X. ADJOURNMENT
(Next meeting: April 9, 2003, Suisun City Hall)



MEMORANDUM

DATE: March 5, 2003
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – March 2003

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.

State Budget Update/CTC and Caltrans Begin to Prioritize Projects

Both Caltrans Headquarters and the California Transportation Commission (CTC) have begun to prepare separate priority project lists in preparation for the need to develop contingency allocation plans. The State Highway Account (SHA) continues to be spent down covering the project costs for State Transportation Improvement Program (STIP) and Transportation Congestion Relief Program (TCRP) projects previously allocated by the CTC. Caltrans is projecting that the SHA balance will reach \$0 in May or June of 2003. At the joint meeting of the California Association of Council of Governments (CALCOG), Regional Transportation Planning Agencies (RTPAs) and Caltrans, both MTC and Metropolitan Transportation Authority (Los Angeles County) proposed separate and distinctly different approaches for addressing the growing cash flow problem facing California's transportation community. At a second statewide workshop scheduled for March 12, 2003, the CTC will release and discuss their draft outline and priorities for future allocations of SHA funds. Concurrently, Caltrans District IV has developed its own prioritization of projects in the Bay Area and they are working with staff from the nine Bay Area Congestion Management Agencies (CMAs) and MTC to review these priorities in preparation for future meetings with Caltrans Headquarters and the CTC. At this point, the entire discussion is very fluid and unsettled and will likely remain so until the details of the State Budget begin to come together. Currently, STA staff is working with staff from Caltrans, MTC and local project sponsors to ensure that the funding for our priority projects is protected to the best extent possible. Mike Duncan will be attending the CTC workshop on March 12th and staff will provide an update at the meeting.

STA Federal Earmark Priorities

On March 10 –12, I will be joining Jim Sperring in Washington D.C. as part of the Bay Area's annual advocacy trip. MTC's list of regional earmark priorities includes the I-80/680 Interchange as part of regional support for Resolution 3434. Historically, MTC has not supported specific earmarks for highway projects, but this year, in recognition of the North Bay's support of Resolution 3434 (New Rail Starts), MTC is highlighting three highway earmarks in

Executive Director's Memo

March 5, 2003

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the North Bay (I-80/680 in Solano, 101 Novato Narrows in Marin and Sonoma, and Jameson Canyon in Napa and Solano). This recognition by the region's federally designated Metropolitan Planning Organization (MPO) will give these projects an advantage in successfully obtaining federal earmarks from California's two U.S. Senators (Boxer and Feinstein) in addition to our Congressional Representatives, Miller and Tauscher. Board Members (and Alternates) Jim Spering, Len Augustine, Dan Donahue, and Harry Price are scheduled to participate in the STA's advocacy trip to Washington D.C. the first week of April.

Meetings with State Legislators/Priorities for State Lobbyists

On March 3, 2003, the STA's Executive Committee met with our state lobbyists, Josh Shaw and Paul Yoder (Shaw/Yoder), to discuss and provide direction regarding the STA's priorities and legislative strategies for the current state legislative session. In addition to presentations and regular written updates, Shaw/Yoder has been tasked with assuming a more proactive role in the development and communication with the Board and staff of strategies to ensure STA's legislative priorities are well positioned and specific goals are obtained.

Status of Bridge Toll and MTC/ABAG Merger Legislation *

State Senator Don Perata has introduced legislation, SB 916, that proposes to increase the toll on the Bay Area's seven state owned bridges from \$2 to \$3. MTC staff has developed a draft expenditure plan for the proposed bridge toll, but the plan is not yet public. STA staff has worked very closely with MTC Commissioner Jim Spering and MTC staff to ensure STA's priority projects are reflected in the Expenditure Plan consistent with the Board's adopted lists of projects and recommended allocations for capital and operating. Last week, all four Solano County State Legislators (Chesbro, Machado, Wiggins and Wolk) signed a letter addressed to Senator Perata supporting the STA's list of projects for Bridge Toll funding.

Expanded MTC/STA Work Plan -Transportation/Land Use on the Road

The Bay Area CMA directors met with Steve Heminger, MTC Executive Director, last week, to review the proposed MTC/CMA expanded work plan. The meeting was very positive and Heminger requested several formatting and minor amendments to the proposed list of tasks. MTC's Planning and Operations Committee is scheduled to consider this item on April 11, 2003. STA staff continues to provide presentations to local government staff and elected officials as directed by the Board last month. Staff is planning to agendize this item, with a summary of all comments received, for Board consideration in April.

STA Transportation/Land Use Toolkit and Upcoming Conference *

Staff and consultants have been working diligently with the Alternative Modes Subcommittee to develop the STA's Transportation/Land Use Toolkit for the upcoming Conference on April 11, 2003. The Subcommittee has met twice to review the documents and provide input. Copies of the draft "toolkit" were distributed to all members of the STA Board, STA TAC, Transit

Executive Director's Memo
March 5, 2003
Page 3

Consortium, and Solano County's Planning Directors last week. This item has been agendized for Board discussion and comments at our meeting of March 12, 2003.

Workshop on STA Funding Sources/2nd Quarter Financial Report for FY 2002/03 (*)

Included with this agenda is the 2nd Quarter Financial Report for FY 2002/03 prepared by our financial consultant, Nancy Whelan. The report illustrates that the STA expenditures are staying within spending limits of the STA Board's adopted FY 02/03 budget. In follow up to the Board budget workshop provided in November 2002, staff will be providing a short informational workshop on the STA's 30 funding sources. This session is designed to help better educate the Board Members, particularly some of the newer members, about the variety of transportation funding sources and how these funds are utilized to cover the costs of STA's operations, planning, projects and programs.

Route 30 Transit Service to Sacramento Is Off and Running

Over the last two months, the STA Board approved the revised route and service hours, modified fare structure, and new funding plan for Transit Route 30. On Monday, March 3, 2003, the new service to Sacramento became a reality thanks to the cooperation and participation of the cities of Dixon, Fairfield, Vacaville, and Solano County, and the collective efforts of Fairfield/Suisun Transit and SNCI staff.

Attachments:

Attached for your information are any key correspondence, the STA's list of acronyms and an update of the STA meeting calendar. Transportation related newspaper articles will be included with your Board folders at the meeting.

Solano Transportation Authority
Acronyms List
Updated 12/30/02

ABAG	Association of Bay Area Governments	ISTEA	Intermodal Surface Transportation Efficiency Act
ADA	Americans with Disabilities Act		
APDE	Advanced Project Development/Element (STIP)	ITIP	Interregional Transportation Improvement Program
AQMP	Air Quality Management Plan	ITS	Intelligent Transportation System
BAAQMD	Bay Area Air Quality Management District		
BAC	Bicycle Advisory Committee	JARC	Jobs Access Reverse Commute
BCDC	Bay Conservation and Development Commission	JPA	Joint Powers Agreement
		LTA	Local Transportation Authority
CALTRANS	California Department of Transportation	LEV	Low Emission Vehicle
CEQA	California Environmental Quality Act	LIFT	Low Income Flexible Transportation
CARB	California Air Resource Board	LOS	Level of Service
CCTA	Contra Costa Transportation Authority	LTF	Local Transportation Funds
CHP	California Highway Patrol		
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	PCRPP	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
		PMS	Pavement Management System
FHWA	Federal Highway Administration	PNR	Park and Ride
FTA	Federal Transit Administration	POP	Program of Projects
GARVEE	Grant Anticipation Revenue Vehicles	PSR	Project Study Report
GIS	Geographic Information System	RABA	Revenue Alignment Budget Authority
		REPEG	Regional Environmental Public Education Group
HIP	Housing Incentive Program	RFP	Request for Proposal
HOV	High Occupancy Vehicle	RFQ	Request for Qualification
		RTEP	Regional Transit Expansion Policy

RTIP	Regional Transportation Improvement Program	TRAC	Trails Advisory Committee
RTMC	Regional Transit Marketing Committee	TSM	Transportation Systems Management
RTP	Regional Transportation Plan	UZA	Urbanized Area
RTPA	Regional Transportation Planning Agency	VTA	Valley Transportation Authority (Santa Clara)
SACOG	Sacramento Area Council of Governments	W2Wk	Welfare to Work
SCTA	Sonoma County Transportation Authority	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SHOPP	State Highway Operational Protection Program	YSAQMD	Yolo/Solano Air Quality Management District
SNCI	Solano Napa Commuter Information	ZEV	Zero Emission Vehicle
SOV	Single Occupant Vehicle		
SMAQMD	Sacramento Metropolitan Air Quality Management District		
SP&R	State Planning and Research		
SRITP	Short Range Intercity Transit Plan		
S RTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
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		
TDM	Transportation Demand Management		
TFCA	Transportation for Clean Air Funds		
TIP	Transportation Improvement Program		
TLC	Transportation for Livable Communities		
TMTAC	Transportation Management Technical Advisory Committee		
TOS	Traffic Operation System		

STA MEETING SCHEDULE (For The Calendar Year 2003)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Mar. 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Mar. 13	6:30 p.m.	Bicycle Advisory Committee Meeting	STA Conference Room	X
Mar. 21	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Mar. 26	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Mar. 26	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
Apr. 3	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Apr. 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Apr. 11	8:00 a.m.	Transportation Land Use Conference	Travis Employ. Credit Union	X
Apr. 30	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Apr. 30	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 16	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/ Conference Rm.	X
May 28	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
May 28	1:30 p.m.	STA Board Meeting	STA Conference Room	X
June 5	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 25	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
June 25	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
July 18	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
July 30	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
July 30	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
August 7	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Sept. 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Sept. 19	12:00 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Sept. 24	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Sept. 24	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
Oct. 2	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X

Oct. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Oct. 29	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Oct. 29.	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
Nov. 12	5:00 p.m.	STA Board Meeting	Suisun City Hall	X
Nov. 12	6:00 p.m.	STA 6 th Annual Awards	Suisun City Community Center	X
Nov. 21	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Dec. 4	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Dec. 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec.	TBD	Solano Links Intercity Transit Consortium	STA Conference Room	X
Dec.	TBD	Technical Advisory Committee	STA Conference Room	X

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February 2003 – Activities.

- Track congressional appropriations activities.
- Identify targets for April DC meetings.
- Track congressional committee and subcommittee assignments.
- Continued communications with congressional delegation regarding protecting FY 2003 House earmarks.
- Track reauthorization activities in Congress and in the Administration – monitor Administration public statements regarding T3 status and priorities.

March 2003 – Action Items.

- Track appropriations legislation and recommend STA communications with congressional offices when appropriate.
- Schedule April DC meetings.
- Track T3 Member Projects submission.
- Continue briefing key congressional staff regarding our T3 projects.
- Advise STA regarding communications with congressional offices supporting our requests.
- Develop project descriptions and submit requests for FY 2004 Transportation Appropriations projects.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Interstate 80 / 680 Interchange Project	T3 request \$50 million. FY04 request pending development.	T3 request submitted to Rep. Tauscher and Rep. Miller. FY04 request pending development.
Vallejo Station	FY 03 \$10 million request – Transportation Appropriations – Ferry & Ferry Facilities Account. FY04 approps request pending. T3 request \$10 million.	Final earmark included in FY 2004 appropriations bill - \$1 million. FY04 request pending development. T3 request submitted to Rep. Miller and Rep. Tauscher.
Jepson Parkway Project (I-80 Reliever Route)	T3 request \$23 million.	T3 request submitted to Rep. Tauscher and Rep. Miller.
Fairfield – Vacaville Station	FY03 \$5.3 million request – Transportation Appropriations – Bus & Bus Facilities Account. FY04 approps request pending. T3 request \$16 million.	Final earmark included in FY 03 appropriations bill - \$500,000. FY04 request pending development. T3 request submitted to Rep. Tauscher and Rep. Miller.



Solano Transportation Authority

100 Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

January 13, 2003

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Steve Heminger
Executive Director
Metropolitan Transportation Commission
1850 Broadway
Oakland, CA

Subject: Request for Modification Regional Housing Incentives Program

Dear Steve:

On January 8, 2003, the Solano Transportation Authority's Board of Directors unanimously supported a recommendation from the Solano City and County Planner's Group to request MTC consider revisions its Regional Housing Incentives Program (HIP).

The Regional HIP is a new and innovative program that has captured the attention of several of Solano County's local jurisdictions. Based on discussions with Solano County's Planning Directors, there is a general interest in applying for the program, but an overall sentiment that the program's current criteria "tends to favor the denser, more urbanized counties of the Bay Area" and that it is very difficult for Solano County's jurisdictions to qualify for these funds, but with a few modifications a larger number of jurisdictions could qualify and would submit projects for consideration.

Attached is list of some suggested modifications to the HIP prepared by the Solano City and County Planner's Group. These modifications would enable local jurisdictions in Marin, Napa, Solano and Sonoma to qualify for this innovative program and foster expanded participation in pursuing the goals and objectives of the program, including the planning for and implementation of development projects that improve the linkage between land use and transportation and provide the type of land uses that encourage increased use of transit, bicycling, and pedestrian modes of transportation.

Please contact Dan Christians, Assistant Executive Director/Director of Planning at (707) 424-6075 to schedule a meeting to discuss this request. Thank you for your consideration of this matter.

Sincerely,

Daryl K. Halls
Executive Director

Cc: James Spering, MTC Commissioner and STA Board Chair
STA Board Members
Farhad Mansourian, Marin CMA
Suzanne Wilford, SCTA
Mike Zdon, NCTPA
Bay Area CMA Directors
Dianne Steinhauser and Ashley Nguyen, MTC
Solano County City Manager's Association
Solano County Planning Director's Group

Attachment: Letter from Solano City and County Planner's Group



Napa County
Transportation
Planning Agency

1804 Soscol Ave., Suite 200 • Napa, CA 94559-1346
Tel: (707) 259-8631
Fax: (707) 259-8638

February 19, 2003

Steve Kinsey
Chair MTC
101 Eighth Street
Oakland CA. 94607-4700

RE: Regional Housing Incentive Program (HIP) Criteria

Dear Chairman Kinsey:

The NCTPA Board reviewed existing criteria for the allocation of Regional Housing Incentive Program funds at its meeting of February 19th. The Board concurred with the position of the Solano Transportation Authority (STA) that existing criteria "tends to favor denser, more urbanized counties of the Bay Area". A review of the allocation of these funds over the last year will bear that analysis out.

We therefore respectfully request that the Commission consider modifying its criteria as recommended on the attachment to this letter. With this change to the density and transit service level criteria NCTPA feels there will be projects locally that encourage smart growth near transit.

As we continue to increase the efficiency of transit in Napa County and review future alternatives for rail the HIP program offers an opportunity to develop housing in the most efficient manner near transit/pedestrian oriented centers.

Please call Mike Zdon at 707 259-8634 if we can provide any additional information.

Sincerely,

Joe Potter
Chair NCTPA

Cc: NCTPA Board
Supervisor Bill Dodd, Napa Cities and County MTC Representative
Steve Heminger, MTC Executive Director

*Agenda Item VI
February 6, 2003*



DATE: March 4, 2003
TO: STA Board
FROM: Kim Cassidy, Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item can be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of February 5, 2003.
- B. Approve Draft TAC Minutes of February 26, 2003.
- C. FY 2002/2003 Second Quarter Budget Report
- D. 2004 STIP Amendment for FY 2003-04
- E. Legislative Report
- F. 2003 Tranny Award Nomination



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
February 6, 2003

I. CALL TO ORDER - CONFIRM QUORUM

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

MEMBERS

PRESENT:

Jim Spring (Chair)	City of Suisun City
Harry Price (Member Alternate)	City of Fairfield
Pierre Bidou	City of Benicia
Mary Ann Courville	City of Dixon
Marci Coglianese	City of Rio Vista
Len Augustine	City of Vacaville
Dan Donahue	City of Vallejo
John Silva	County of Solano

MEMBERS

ABSENT:

Marci Coglianese	City of Rio Vista
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STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Dan Christians	STA-Asst. Exec. Director/Director for Planning
Mike Duncan	STA-Director for Projects
Elizabeth Richards	STA/SNCI Program Director
Kim Cassidy	STA Clerk of the Board
Janice Sells	STA-Program Manager/Analyst
Jennifer Tongson	STA Projects Assistant

ALSO

PRESENT:

Alan Nadritch	City of Benicia
Morrie Barr	City of Fairfield
Gary Cullen	City of Suisun City
Mark Akaba	City of Vallejo
Bernice Kaylin	League of Women Voters-Solano County
Yader Bermudez	Caltrans

II. APPROVAL OF AGENDA

On a motion by Member Silva, and a second by Member Bidou, The STA Board unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- State Budget Update
- Meetings with State Legislators
- STA Federal Earmark Priorities
- Expanded MTC/CMA Work Plan – Transportation/Land Use
- Impressive Panel of Speakers on Tap for Transportation/Land Use Conference
- FY 2001/02 Annual Audit Completed and Reagendized
- Funding for Route 30 Transit Service to Sacramento

V. COMMENTS/UPDATE FROM STAFF, CALTRANS, AND MTC

A. Caltrans Report

Yader Bermudez provided an update on construction progress for the Carquinez and Benicia-Martinez Bridges.

B. MTC Report

None presented

C. Discussion of Expanded MTC/CMA Work Program

Daryl Halls provided a presentation on the proposed expanded MTC/CMA Work Program; reviewed the background, regional discussion and current STA policies and activities related to transportation/land use. He discussed funding/resources needed and the recommended budget for the STA to take on these expanded tasks.

Len Augustine cited his opposition to regional agencies encroaching on local land use decisions.

Chair Sperring explained the intent of the proposed program and noted this program would maintain local land use control. He noted that the program would be clearly defined to address Mayor Augustine's concern.

John Silva requested staff obtain comments on the expanded with Program Planning Directors, City Managers, the Solano Mayor's Conference, and the Board of Supervisors prior to returning to the Board.

VI. CONSENT CALENDAR

On a motion by Member Courville, and a second by Member Donahue, the Consent Calendar items were approved in one motion. Member Alternate Price abstained from vote on Agenda Item VI.A (Approve STA Board Minutes of January 8, 2003).

- A. **Approve STA Board Minutes of January 8, 2003**
Recommendation: Approve the minutes of January 8, 2003.
- B. **Approve Draft TAC Minutes of January 22, 2003**
Recommendation: Receive and file draft TAC minutes of January 22, 2003.
- C. **Application for the FTA Section 5310 Program to Replace Two Solano Paratransit Vehicles**
Recommendation: Approve the following: 1) Authorize staff to submit an application for the FTA Section 5310 Program for purposes of replacing two Solano Paratransit vehicles and 2) Request transit operators from the Solano Paratransit service areas write a letter of support to include into the STA's FTA Section 5310 application submittal.
- D. **YSAQMD Clean Air Application**
Recommendation: Approve the following: 1) Authorize STA staff to submit YSAQMD Clean Air Applications for the following projects:
 - A. CityLink Route 30 Bus Service for \$20,000
 - B. 2003 Solano-Yolo BikeLinks Map for \$7500
 - C. Commuter Incentives Program for \$10,000,2) Support the City of Vacaville's Clean Air application for Solano BART Express (Route 40) in the amount of \$30,000 and 3) Direct STA staff to prioritize submittals to the screening committee
- E. **2003-04 TFCA 40% Program Manager Guidelines And Call to Projects**
Recommendation: Approve the following: 1) 2003-04 TFCA Program Manager Guidelines and 2) Authorize staff to initiate a Call for Projects for the TFCA Program Manager funds
- F. **Legislative Update**
Recommendation: Approve the following:
 - 1) ACA 7 (Dutra) – Support and
 - 2) SCA 2 (Torlakson) – Watch
- G. **Abandoned Vehicle Abatement Program Equipment Request**
Recommendation: Approve the purchase of Abandoned Vehicle Abatement Program equipment for the City of Vallejo in the amount of \$7,545.59
- H. **STIP-TAP Agreement 2002/2003**
Recommendation: Authorize the Executive Director to enter into a Funding Agreement with MTC for FY 2002-2003 STIP-TAP funds for \$100,000

VII. ACTION ITEMS: FINANCIAL

A. Route 30 Revised Shared Funding Agreement

Elizabeth Richards summarized the proposed route and fare change to extend transit service to Sacramento on Route 30. She noted the increase in net operational cost of the service, funding options, and the marketing plan for the new Route 30 service prior to implementation.

Recommendation: Approve the funding shares for Route 30 for FY 2002-03 and FY 2003-04 as shown in Attachment A.

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

B. STA's FY 2001/02 Annual Audit and Financial Reports

Daryl Halls summarized STA's FY 2001/02 Annual Audit findings, Financial Reports and Recommendations to Management as provided by the accounting firm of Caporicci & Larson.

Recommendation: Accept the Annual Audit of STA's FY 2001/02 Budget

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

C. Jepson Parkway Funding Reallocations

Mike Duncan reviewed the funding for the Jepson Parkway including: STIP funding by levels, project status and the strategy developed to reallocate funds to projects and maintain programming of STIP funds or future entitlements to replace Federal funds distributed to other segments.

Recommendation: 1. Authorize the Executive Director to use Federal funds from the \$12.1 M Federal earmark for the Jepson Parkway to complete the Federal Environmental Impact Study/Report for the Jepson Parkway, including \$185,000 in additional funding and up to \$200,000 to replace programmed 2002 STIP funds, 2. Authorize the Executive Director to use Federal funds from the \$12.1M Federal Earmark for the Jepson Parkway to substitute for STIP funds that are programmed for project segments moving to the construction phase, if STIP allocations are delayed due to CTC actions, and 3. Direct the Executive Director to ensure the funding levels for all segments approved in February 2002 by the STA Board are maintained by programming STIP funds or future Federal entitlements to replace Federal funds that are redistributed to the FEIS/R and/or other segments.

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

VIII. ACTION ITEMS – NON-FINANCIAL

A. Federal Earmarks for TEA 3

Daryl Halls summarized recommended adjustments to specific project earmark requests for STA's 4 priority projects including: I-80/680/SR 12 Interchange, Jepson Parkway, Vallejo Baylink Intermodal Station and Fairfield/Vacaville Intermodal Station.

He also reviewed the request to include Travis Air Force Base access, improvements and the Leisure Town Park and Ride Lot as part of Jepson Parkway earmark request and letters of support for the following 3 projects 1. City of Benicia – Intermodal Train Station and Transit Hub, 2. City of Vacaville – Ulatis Creek Bike Route and 3. City of Vallejo – Vallejo Bay/Ridge Trail Connector.

Recommendation: Approve the following: 1. Approve federal reauthorization earmark requests for the STA's four priority projects as specified in attachment A, 2. Approve inclusion of Travis Air Force Base access improvements as part of Jepson Parkway earmark request, 3. Approve inclusion of Leisure Town Park and Ride Lot as part of Jepson Parkway earmark request and 4. Authorize Executive Director to forward letters of support for these three additional projects as requested.

On a motion by Member Bidou, and a second by Member Silva, the Board unanimously approved this recommendation as amended.

IX. INFORMATION ITEMS:

A. State Budget Update

Mike Duncan provided an update on federal projects in construction, federal projects not obligated until the next obligation cycle, and projects obligated in 2003-04.

(No Discussion Necessary)

B. Multi-Modal Travel Demand Model Status

C. STA/YSAQMD Transportation Land Use Conference and "Toolkit"

D. ABAG Draft 2003 Projections

E. Transportation Improvement Program (TIP) Conformity Status

F. Highway Projects Status Report

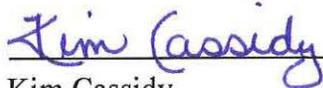
G. Funding Opportunities Summary

X. BOARD MEMBER COMMENTS

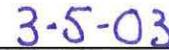
XI. ADJOURNMENT

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting is scheduled for March 12, 2003 at 6:00 p.m. at Suisun City Hall.

Respectfully submitted,

_____

Kim Cassidy
Clerk of the Board

_____

Date:



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
February 19, 2003

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1: 32 p.m. in the Solano Transportation Authority Conference Room.

Present:

TAC Members Present:

Dan Schiada	City of Benicia
Janet Koster	City of Dixon
Ron Hurlbut	City of Fairfield
Dave Melilli	City of Rio Vista
Gary Cullen	City of Suisun City
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Charlie Jones Jr.	County of Solano

Others Present:

Morrie Barr	City of Fairfield
Charlie Beck	City of Fairfield
Ray Chong	City of Fairfield
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Gary Leach	City of Vallejo
Paul Wiese	County of Solano
Daryl Halls	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Kim Cassidy	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Rob Collison	Rob Collison Engineering
Bob Grandy	Grandy & Associates

II. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans – None presented.

MTC - None presented.

STA - Mike Duncan reviewed the summary of the FY 2003-04 Fund Estimate Regional Summary, process for programming and allocations.

IV. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of January 22, 2003
Recommendation: Approve minutes of January 22, 2003
- B. Funding Opportunities
- C. Legislative Report
- D. Updated STA Meeting Schedule for 2003

On a motion by Dave Melilli, and a second by Mark Akaba, the STA TAC unanimously approved the consent calendar.

V. ACTION ITEMS

A. Revised 5-Year Bicycle/Pedestrian Plan and TDA Article 3 Claims for 2003-04

Robert Guerrero reviewed the procedures to claim TDA Article 3 funds, the proposed 5-year TDA Article 3 Bicycle/Pedestrian Plan with updates and TDA Article 3 projects to be claimed for 2003-04.

Recommendation: Forward a recommendation to the STA Board to:

1) Approve the 5-Year TDA Article 3 Bicycle/Pedestrian Plan for 2003-2008; and 2) Approve TDA Article 3 Claims for projects listed for 2003-04 in the 5-Year Bicycle/Pedestrian Plan and submit to MTC as follows:

A.	City of Benicia	Park Road Bicycle/Pedestrian Improvements	\$160,000
B.	County of Solano	Dixon to Davis Bike Route	\$51,500
C.	County of Solano	Dixon to Davis Bike Route	\$73,500
D.	City of Suisun City	Central County Bikeway Project	\$25,000
		Total:	\$310,000

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

B. 2002 STIP Amendment for FY 2003-04

Mike Duncan provided an update on the current 2002 RTIP and the proposed amendment to the 2002 RTIP to reprogram funds to subsequent fiscal years for allocation.

Recommendation: Recommend to the STA Board to authorize the Executive Director to request an amendment to the 2002 RTIP in accordance with Attachment B.

On a motion by Dave Melilli, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

**C. MTC/CMA Partnership-
Transportation/Land Use**

Daryl Halls discussed the proposed expanded MTC/CMA Work Program; reviewed the background, regional discussion and current STA policies and activities related to transportation/land use. He provided an update on the funding/resources needed and the recommended budget for the STA to take on these expanded tasks.

By consensus this item was tabled to March 26, 2003.

VI. INFORMATION ITEMS

A. MTC Partnership Board – Regional Policies Update

Daryl reviewed Solano County's current investment strategies for track 1 and 2 and the 2004 RTP Public Outreach and Involvement. He discussed regional policy issues and funding priorities.

Mike Duncan provided a Local Road and Transit Shortfall Task Force Update.

B. Highway Projects Status Report

Mike Duncan provided an update on the status of funds for the following projects: I-80/I-680/SR 12 Interchange, North Connector, I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7, I-80/I-680/I-780 Transit Corridor Study, Caltrans Auxiliary Lanes Project, Highway 37, Highway 12 (Jameson Canyon and 12/29 Interchange), Highway 12 (East) and I-80 Widening (Dixon to Vacaville)

**C. "Toolkit" STA/YSAQMD Transportation
Land Use Conference Update**

Dan Christians discussed the main purpose of the conference and highlighted the Transportation/Land Use "Toolkit" which provides several examples of Solano and Yolo County TLC projects recently built or in various stages of planning or construction. He

noted that a draft of the "Toolkit" will be reviewed by the STA Board on March 12, 2003.

D. Jepson Parkway Alternatives

Mike Duncan reviewed the state budget deficit and its potential impact on funding for segments of the Jepson Parkway project. He discussed the STA Board's authorization to use federal funds to replace STIP funds to ensure project completion.

VII. ADJOURNMENT

The meeting was adjourned at approximately 3:01 p.m. The next meeting is scheduled for Wednesday, March 26, 2003 at 1:30 p.m.



DATE: March 5, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director,
Nancy Whelan, Nancy Whelan Consulting
RE: FY 2002-03 Second Quarter Financial Report

Background:

At the November 2002 STA Board meeting, revisions to the FY 2002-03 budget format and amounts were approved. The Second Quarter Financial Report reflects the revised budget format and budgeted amounts.

Discussion:

Attached for Board review is the second quarter financial report (Attachment 1), reflecting expenditures FY 2002-03 through December 31, 2002. As the report indicates, actual expenditures are below the budgeted amounts for the first six months of the fiscal year.

Staff is assessing the need for further revision to the STA FY 2002-03 budget. A budget adjustment for FY 2002-03 and FY 2003-04 will be presented for Board consideration at the May 2003 board meeting.

Recommendation:

Receive and file

Attachment



DATE: February 25, 2003
TO: STA Board
FROM: Mike Duncan, Director of Planning
RE: 2004 STIP Amendment for FY 2003-04

Background:

Because of the governor's proposal to delete all funding for the Traffic Congestion Relief Program (TCRP) and the unknown impact the State budget deficit may have on the State Highway Account (SHA), the California Transportation Commission (CTC) placed a moratorium on allocations of new funds to any project until April 2003. The CTC is gathering information from all regions of the State in an effort to develop a strategy for allocating funds to projects. As part of this information gathering, the CTC requested potential allocation needs (both STIP and TCRP) from all of the regions within the state.

Discussion:

Project sponsors with 2002 STIP projects in FY 2002-03 and FY 2003-04 were requested to identify allocation requirements for the next 18 months (see Attachment A for the 2002 RTIP). These allocation requirements were provided by the sponsors to STA in early February 2003.

As part of this information gathering, several project sponsors determined that not all of the funds currently programmed in FY 2003-04 could be allocated with assurances that these funds could be under contract within 12 months of the allocation; therefore, the sponsors requested that these funds be "moved" to subsequent fiscal years for allocation. The following changes were proposed:

Fairfield/Vacaville Rail Station: Reprogram \$2.25M in FY 03-04 to \$125K in 03-04 and \$2.125M in 04-05

Vallejo Ferry Terminal: Reprogram \$3.0M in FY 03-04 and \$4.3M in FY 04-05 to \$1.2M in 04-05, \$3.0M in 05-06 and \$3.1M in 06-07

Due to a CTC requirement that amendments to the RTIP must be made prior to the year of programming, an amendment must be requested and approved by the CTC before June 30, 2003.

Recommendation:

Authorize the Executive Director to request an amendment to the 2002 RTIP in accordance with Attachment B.

Attachments

- A. 2002 RTIP for Solano County
- B. Proposed Amendment to 2002 RTIP

**2002 RTIP
METROPOLITAN TRANSPORTATION COMMISSION
NEW FUNDING SUMMARY LIST**

As Adopted by the CTC on April 4, 2002, and as amended on July 18, 2002 and October 3, 2002
(Amounts in Thousands)

TIP ID	PPNO	RTP ID	Implementing Agency	Project Title	RTIP Share Type	Total	(Colars in Thousands)						(Colars in Thousands)							
							Revised RTIP Funding by Fiscal Year						RTIP Funding by Component							
							Prior	02/03	03/04	04/05	05/06	06/07	R/W	Const	E & P	PS&E	R/W Sup	Con Sup		
SOLANO - New Projects							SOLANO													
SOL-010021	6045A	94139	Benicia	West 'K' Street Overlay (SO)	Current Share	\$154							\$154		\$154					
SOL-010022	6045B	94139	Dixon	South Lincoln Street Overlay (SO)	Current Share	\$105							\$105		\$105					
SOL-010023	6045C	94139	Fairfield	Hilborn Pavement Improvements (SO)	Current Share	\$364							\$364		\$364					
SOL-010024	6045D	94139	County of Solano	Various Roads Overlay (SO)	Current Share	\$393							\$393		\$393					
SOL-010025	6045E	94139	Suisun City	Suisun City Pavement Rehabilitation (SO)	Current Share	\$140							\$140		\$140					
SOL-010026	6045F	94139	Vacaville	Nut Tree Road Resurfacing (SO)	Current Share	\$342							\$342		\$342					
SOL-010027	6045G	94139	Vallejo	Lemon Street Rehabilitation (SO)	Current Share	\$428							\$428		\$428					
SOL-010028	6045H	94139	Rio Vista	Front Street Rehabilitation (SO)	Current Share	\$74							\$74		\$74					
SOL-010029	6045J	94148	Dixon	Dixon Multimodal Transportation Center - Phase 2 (SO)	Current Share	\$400			\$400						\$400					
SOL-010032	6045K	21981	Fairfield	Fairfield/Vacaville Intercity Rail Station	Current Share	\$2,250			\$2,250						\$2,250					
SOL-010030	6045L	21816	Capitol Corridor JPA	Bahia Viaduct Track Upgrade	Current Share	\$1,000			\$1,000						\$1,000					
SOL-010031	6045M	21981	Benicia	Benicia Intermodal Transportation Station	Current Share	\$1,325			\$225	\$1,100					\$225	\$1,100				
SOL010038	5301L	21807	STA	I-607-680/SR12 Interchange - Phase 2	Current Share	\$11,735					\$7,200	\$4,535	\$4,535				\$7,200			
SOL-991038	0321B	94138	Fairfield	Air Base Parkway Pavement Rehabilitation	Current Share	\$645		\$645							\$645					
SOL-991039	0321F	94138	Fairfield	North Texas Street Overlay	Current Share	\$362		\$362							\$362					
SOL-010013	0321E	94138	Fairfield	Central Way Overlay	Current Share	\$158		\$158							\$158					
SOLANO - Amended Projects							SOLANO													
SOL-010002	2263		Solano TA	Planning, Programming and Monitoring - Solano County (SO)	Current Share	\$289		\$214	\$75						\$289					
SOL-990004	5301	94151	Solano TA	Jepson Parkway - between SR 12 and I-80 on Walters, Vanden and Leisure Town Roads	Current Share	\$12,100		\$300	\$4,900			\$6,900	\$100	\$11,550	\$200	\$290				
SOL-950035	2260	21817	Vallejo	Vallejo Ferry Terminal Intermodal Facility	Current Share	\$7,425		\$125	\$3,000	\$4,300			\$4,300		\$125	\$3,000				
SOL-991032	2261	21819	Vallejo	Baylink Ferry Maintenance Facility	Current Share	\$425			\$425						\$425					
SOL-010020	2018	21981	Solano TA	Capital Corridor Rail Service - New Solano Intercity Rail Stations	APDE	(\$2,000)			(\$2,000)											
SOLANO							Current Share:	\$40,114	\$1,804	\$12,275	\$5,400	\$7,200	\$13,435	\$4,535	\$8,815	\$225	\$8,300			
							APDE:	(\$2,000)		(\$2,000)										
							4th Year Share:													
New Funding Total:							\$38,114	\$1,804	\$10,275	\$5,400	\$7,200	\$13,435	\$4,535	\$8,815	\$225	\$8,300				

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ATTACHMENT A

PROPOSED AMENDMENT TO 2002 RTIP
2002 State Transportation Improvement Program (STIP)
Solano Transportation Authority

29

Projects	Proposed STIP Funding (Dollars in 000's)					
	FY02/03	FY03/04	FY04/05	FY05/06	FY06/07	Total
<u>New</u>						
Road Rehabilitation (8 Separate Projects)					2,000.0	2,000.0
- Benicia, West "K" Street Overlay (\$154K)						
- Dixon, South Lincoln Street Overlay (\$105K)						
- Fairfield, Hillborn Pavement Improvements (\$364K)						
- Rio Vista, Front Street Rehabilitation (\$74K)						
- Solano County, Various Roads Overlay (\$393K)						
- Suisun City, Pavement Rehabilitation (\$140K)						
- Vacaville, Nut Tree Road Resurfacing (\$342K)						
- Vallejo, Lemon Street Rehabilitation (\$428K)						
Dixon Multi-Modal		400.0				400.0
Fairfield Vacaville Rail Station		1,250.0	1,125.0			2,250.0
Bahia Viaduct		1,000.0				1,000.0
Benicia Intermodal Transportation Station		225.0	1,100.0			1,325.0
Air Base Parkway - Peabody Rd. to Travis AB*	645.0					645.0
North Texas Street - Travis Blvd. To AB*	362.0					362.0
Central Way - Ritchie Rd to Pittman Rd*	158.0					158.0
<u>Amended</u>						
1% PPM	214.0	75.0				289.0
I-80 Reliever/Jepson Parkway	300.0	4,900.0			6,900.0	12,100.0
Vallejo Ferry Terminal	125.0		1,000.0	1,000.0	1,100.0	7,425.0
Baylink Ferry Maintenance Facility		425.0				425.0
I-80/680 Interchange Project				7,200.0	4,535.0	11,735.0
Totals	1,804.0	7,150.0	4,425.0	10,200.0	16,535.0	40,114.0

* This project is part of a STIP/STP Swap to provide \$1.165 million in funding for the I-80/I680/I780 Corridor Study which is the difference between the \$40.014 million and the \$38.849 million.

** Shaded areas indicate proposed amendments to the 2002 RTIP.



DATE: March 4, 2003
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Report

Discussion:

Each year STA staff monitors state and federal legislation that pertains directly to transportation and related issues. An updated Legislative Matrix has been prepared for your information (see attachment A).

A summary of new legislative activity:

AB 829 (Salinas) – Watch

Spot bill pertaining to MTC/ABAG merger.

SB 170 (Torlakson) – Watch

Spot bill pertaining to MTC/ABAG merger.

SB 916 (Perata) - Watch

Proposed \$1 increase in the toll rate on state owned bridges.

Legislative update:

SCA 2 (Torlakson) – Watch.

Proposed majority vote on sales tax imposed to fund transportation projects. **(Amended 2/20/03)**

Recommendation:

Approve the following:

1. AB 826 (Salinas) – Watch
2. SB 170 (Torlakson) – Watch
3. SB 916 (Perata) - Watch

Attachments: A. Legislative Matrix – March 2003
B. AB 829 Analysis and Legislation
C. SB 170 Analysis and Legislation
D. SB 916 Analysis, Letter of Support, and Legislation

Solano Transportation Authority
2003 Legislative Matrix
March 2003

State Legislation

State Legislation Bill/Author	Subject	Status	Position
AB 13 (Harmon) Transportation – transfer of property	This bill would authorize Caltrans to transfer property that is not part of the highway right-of-way to a nonprofit organization incorporated under the Nonprofit Corporation Law, subject to existing obligation regarding the property. The bill would authorize Caltrans to create an endowment in order to provide for maintenance of the transferred policy.	ASM Referred to the Committee on Transportation	
AB 114 (Nakano – Principal Coauthor Wiggins) Vehicles: hybrid vehicles – use of high occupancy vehicle lanes	This bill would authorize a hybrid vehicle, as defined, to be operated upon an exclusive or preferential use lane, regardless of the number of occupants in the vehicle, unless specifically prohibited by a traffic control device.	ASM Referred to the Committee on Transportation	
AB 139 (Corbett) Transportation – needs assessment	This bill would declare the intent of the Legislature that a statewide transportation needs assessment be conducted every 5 years by the Department of Transportation.	ASM	
AB 829 (Salinas) Regional Planning – San Francisco Bay Area	This bill would state findings and declarations of the Legislature concerning regional planning efforts in the San Francisco Bay area.	ASM	Watch
ABX1 8 (Oropeza) Transportation	This bill would express the intent of the Legislature to implement reductions in the Budget Act of 2002 relating to transportation programs.	ASM Budget	
ACA 7 (Dutra) Transportation: Sales and Use Tax	This bill would authorize a county, a city and county, and a regional transportation agency, notwithstanding any other provision of the California Constitution, to impose an additional sales and use tax for a period of 20 to 30 years, as specified, at a rate of 0.5% exclusively for transportation purposes within the jurisdiction of the county, city and county, or regional transportation agency if the additional tax is approved by 55% of the voters of the jurisdiction voting on the proposition to impose the tax. This measure would require the revenues derived from these taxes to be deposited in the Local Transportation Infrastructure Account, which would be created in the State Transportation Fund. The measure would require the State Board of Equalization to collect and administer the tax revenue. The measure would require moneys in the account that were collected in each county, city and county, or regional transportation agency, less administrative costs and refunds, to be allocated by the State Board of	ASM Referred to the Committee on Transportation (hearing date – February 14)	Support

	Equalization to the county, city and county, or regional transportation agency imposing the tax, and to be used for specified transportation purposes.		
ACA 9 (Levine) Local governmental taxation: special taxes and general taxes: voter approval	This bill would change voter approval requirements to authorize a city, county or special district, but not a school entity under certain circumstances, to impose a special tax with the approval of a majority of its voters voting on the tax, and authorize a city or county to impose a general tax with the approval of 2/3 of the voters of the city or county voting on the tax.	ASM Referred to Committees on Local Government and Elections, Redistricting and Constitutional Amendments	
SB 91 (Florez) Intercity Rails Service	This bill, effective January 1, 2004, would transfer all of the duties and responsibilities of the department relative to intercity rail passenger service to the High-Speed Rail Authority. The bill would also require the authority to conduct a review of all programmed intercity rail projects that have not received an allocation of state funds as of that date and to only proceed with the implementation of projects that are determined by the authority to be complementary to the planned high-speed rail service.	SEN Transportation	
SB 170 (Torlakson) San Francisco Bay Area Infrastructure Planning	This bill would state the intent of the Legislature that cities, counties, and regional agencies in the San Francisco Bay Area Begin a constructive dialog about regional infrastructure planning.	SEN Committee on Rules	Watch
SB 915 (Perata, Burton and Torlakson – Coauthors: Assembly Members La Suer, Mullin and Wiggins)	This bill would delete the requirement that the San Francisco Bay Area Water Transit Authority plan be statutorily approved prior to commencement of operation of the water transit system. The bill would also delete the requirement to fund the authority through the annual Budget Act and would require that the authority be funded from proposed increases in bridge tolls and various other funding sources. The bill would revise other provisions relating to safety of vessel operations and air quality standards of vessels operated by the authority. The bill would require the Metropolitan Transportation Commission to consider the recommendations of the authority in programming certain transportation funds. Because the bill would impose requirements on the authority and the Metropolitan Transportation Commission, it would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.	SEN Read first time	
SB 916 (Perata) (Principal Coauthor: Senator Torlakson, Coauthor: Senator	This bill would define the BATA as a separate entity governed by the same governing board as the MTC. The bill would make the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay Area, including the seismic retrofit surcharge once those projects are	SEN Read first time	Watch

<p>Burton, Assembly Members Leno, Mullin and Wiggins) Toll bridge revenues</p>	<p>completed and provision is made for payment of the bonds issued for those purposes. The bill would require the City and County of San Francisco and specified counties in the San Francisco Bay Area to conduct a special election on a proposed increase of \$1 in the amount of the base toll rate charged on the state-owned toll bridges in that area. By requiring this election, the bill would impose a state-mandated local program. Because the bill would specify that the revenue resulting from the increased toll charge would be continuously appropriated to the MTC for expenditure on specified projects, it would make an appropriation. The bill additionally would make related changes and would repeal obsolete provisions relating to the operation of toll facilities</p>		
<p>SCA 2 (Torlakson) Local government – transportation and smart growth</p>	<p>This bill would authorize a city, a county, a city and county, a local transportation authority, or a regional transportation agency, as defined, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning (25%). Amended February 20, 2003.</p>	<p>SEN Transportation (Amended and referred to Committee on Constitutional Amendments)</p>	<p>Watch</p>

STA Legislative Analysis

Legislation: AB 829 (Salinas) - Spot Bill pertaining to MTC/ABAG merger

Background:

This bill would state findings and declarations of the Legislature concerning regional planning efforts in the San Francisco Bay Area

Solano County Impact:

This is a spot bill to begin the discussion on the MTC/ABAG merger. In accordance with the STA's Legislative Priorities Item 5, staff is recommending a watch position on this bill at this time.

Recommendation:

Staff recommends a watch position on AB 829.

BILL NUMBER: AB 829 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Member Salinas

FEBRUARY 20, 2003

An act to add Section 65007 to the Government Code, relating to regional planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 829, as introduced, Salinas. Regional planning: San Francisco Bay area.

Existing law, the Planning and Zoning Law, regulates various aspects of local planning and authorizes the establishment of regional planning districts.

This bill would state findings and declarations of the Legislature concerning regional planning efforts in the San Francisco Bay area.

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

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

SECTION 1. Section 65007 is added to the Government Code, to read:

65007. The Legislature finds and declares that any regional planning efforts in the San Francisco Bay area shall do all of the following:

- (a) Be supported through consensus of local jurisdictions.
- (b) Recognize, preserve, and support local land use and transportation policies, authorities, and investments in order to foster the creation of land use general plans that promote effective regional planning.
- (c) Be compatible with land use general plans of the San Francisco Bay area cities.
- (d) Recognize that land use development must be supported through development, adequate funding, and implementation of transportation plans.
- (e) Encourage local jurisdictions to implement local and regional smart growth objectives through positive incentives, rather than penalties.
- (f) Be appointed by local jurisdictions to provide equitable and proportional representation in decisionmaking.

STA Legislative Analysis

Legislation: SB 170 (Torlakson) – Spot bill pertaining to MTC/ABAG Merger

Background:

The bill would state the intent of the Legislature is for cities, counties, and regional agencies in the San Francisco Bay Area to begin a constructive dialog about regional infrastructure planning.

Solano County Impact:

This is a spot bill to begin the discussion on the MTC/ABAG merger. In accordance with the STA's Legislative Priorities Item 5, staff is recommending a watch position on this bill at this time.

Recommendation:

Staff recommends a watch position on SB 170 until such time as projects are listed.

BILL NUMBER: SB 170 INTRODUCED
BILL TEXT

INTRODUCED BY Senator Torlakson

FEBRUARY 12, 2003

An act to add Title 7.15 (commencing with Section 66541) to the Government Code, relating to regional infrastructure.

LEGISLATIVE COUNSEL'S DIGEST

SB 170, as introduced, Torlakson. San Francisco Bay Area Infrastructure Planning.

Existing law establishes regional planning entities such as the San Francisco Bay Area Water Transit Authority and the San Francisco Bay Conservation and Development Commission.

This bill would state the intent of the Legislature that cities, counties, and regional agencies in the San Francisco Bay Area begin a constructive dialogue about regional infrastructure issues.

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

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

SECTION 1. Title 7.15 (commencing with Section 66541) is added to the Government Code, to read:

TITLE 7.15. SAN FRANCISCO BAY AREA INFRASTRUCTURE PLANNING

66541. The Legislature finds and declares all of the following:

(a) The San Francisco Bay Area encompasses nine counties and 101 incorporated cities, with a total regional population in 2002 of nearly 7 million people.

(b) This population is expected to exceed 8 million people by 2020.

(c) This growth will increase burdens on regional infrastructure including the transportation network, education system, affordable housing availability, economic development, air and water quality, and preservation of open space and agricultural land.

(d) The Governor's Commission on Building for the 21st Century encouraged the state to develop regional strategies to ensure that local, regional and statewide entities collaborate on problem solving and integrate disparate planning efforts.

(e) The Speaker's Commission on Regionalism in January 2002, encouraged "collaborative regional planning across local jurisdictions and across fields of interest."

(f) That commission reported that short-term, fragmented, or narrowly focused local planning has resulted in inconsistent, sometimes conflicting regional systems, so that jobs and housing are increasingly located at great distances from each other, and not linked to transit options, resulting in longer commutes and shopping trips, and lost family time.

(g) Therefore, it is the intent of the Legislature in enacting this title that cities, counties, and regional agencies in the San

Francisco Bay Area begin a constructive dialogue about addressing these issues through collaboration, coordination, and consensus.

STA Legislative Analysis

Legislation: **SB 916 (Perata) - \$1 Toll Bridge Increase**
 (Principal Coauthor – Senator Torlakson)
 (Coauthors – Senator Burton, Assembly Members Leno, Mullin and Wiggins)

Background:

This bill defines BATA as a separate entity governed by the same board as MTC. BATA would be responsible for programming, administration and allocation of the revenue from the base toll charge collected from Bay Area Bridges. It would require the City and County of San Francisco and specified counties in the Bay Area to conduct a special election on a proposed increase of \$1 in the amount of the base toll rate on state-owned toll bridges

Solano County Impact:

Solano Transportation Authority has submitted four priority projects for funding derived from revenue collected as a result of the \$1 increase in toll rates. The projects listed are:

1. I-80/I-680/SR 12 Interchange Project
2. Express Bus Operating and Capital Operating along I-80 and I-680 Corridors
3. Vallejo Baylink Ferry Operating and Infrastructure
4. Commuter Rail Operating and Capital between Solano and Contra Costa Counties.

On February 27, 2003, Senators Chesbro and Machado and Assembly Members Wiggins and Wolk sent a letter to Senator Perata requesting that the above projects be included in the legislation. At this time there are no projects listed.

Since projects are not listed in legislation language, staff recommends a watch position on this bill. This recommendation is consistent with STA's Legislative Priority No. 6 and Policies Section VI (Funding), Item 2 and 5

Recommendation:

Staff recommends a watch position on SB 916 until such time as projects are listed.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115

California Legislature

February 27, 2003

The Honorable Don Perata
Senator, 9th District
State Capitol, Room 313
Sacramento, CA 95814

**RE: SB 916 (PERATA) – BRIDGE TOLL INCREASE – SOLANO
TRANSPORTATION AUTHORITY**

Dear Colleague:

On behalf of the Solano Transportation Authority (STA), we strongly request that you include their priorities and project requests in your SB 916.

The STA's priorities are as follows:

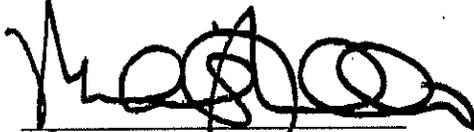
1. I-80/680/SR 12 Interchange and I-80 HOV lanes.
2. Express Bus Operating and Capital Operating along the I-80 and I-680 Corridors.
3. Vallejo Baylink Ferry Operating and Infrastructure.
4. Commuter Rail Operating and Capital between Solano and Contra Costa Counties.

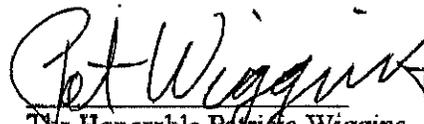
The funding of these four projects will provide increased transit opportunities, significant congestion relief and additional transportation options to those that would utilize Solano's transportation network.

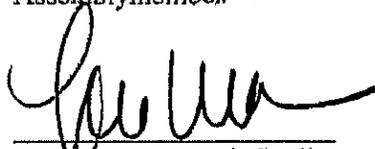
The Solano Transportation Authority performs a vital and substantial service to the constituents that we represent. We believe their project list to be meritorious and within the total expected share of revenue to be paid by Solano County's commuters, residents and businesses from the imposition of the additional \$1 fee. We request that you include these four projects in your legislation.

Sincerely,


The Honorable Wes Chesbro
Senator


The Honorable Mike Machado
Senator


The Honorable Patricia Wiggins
Assemblymember


The Honorable Lois Wolk
Assemblymember

BILL NUMBER: SB 916 INTRODUCED
BILL TEXT

INTRODUCED BY Senator Perata
(Principal coauthor: Senator Torlakson)
(Coauthor: Senator Burton)
(Coauthors: Assembly Members Leno, Mullin, and Wiggins)

FEBRUARY 21, 2003

An act to amend Section 14531 of the Government Code, to amend Sections 182.5, 188.3, 188.4, 30101, 30101.8, 30113, 30600, 30601, 30604, 30606, 30610, 30750, 30751, 30760, 30761, 30791, 30884, 30885, 30887, 30889.3, 30891, 30894, 30910, 30912, 30913, 30915, 30916, 30918, 30919, 30920, 30950, 30950.1, 30950.2, 30950.3, 30950.4, 30953, 30958, 30960, 30961, 31000, and 31010 of, to amend and renumber Section 188.10 of, to add Sections 30881, 30914.5, 30922 and 30950.5 to, and to repeal Sections 30603, 30605, 30608.2, 30752, 30753, 30754, 30755, 30756, 30757, 30762, 30762.5, 30763, 30764, 30764.5, 30765, 30766, 30767, 30791.7, 30792, 30792.2, 30793, 30794, 30795, 30886, 30888, 30889, 30896, and 30956 of, to repeal Article 5 (commencing with Section 30200) and Article 7 (commencing with Section 30350) of Chapter 1 of Division 17 of, to repeal and add Sections 30102.5, 30890, 30911, 30914, 30917, 30921, and 30951 of, the Streets and Highways Code, and to amend Section 5205.5 of the Vehicle Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 916, as introduced, Perata. Toll bridge revenues.

Existing law generally makes the California Transportation Commission responsible for establishing the rates charged vehicles for crossing the state-owned toll bridges. Under existing law, the Metropolitan Transportation Commission (MTC) is authorized to adopt a toll schedule in lieu of the one adopted by the California Transportation Commission for the state-owned toll bridges in the San Francisco Bay Area. Existing law makes the MTC and the Bay Area Toll Authority (BATA), which is defined as the same body as the MTC, responsible for the programming, administration, and allocation of the revenue from the base toll charge collected from these bridges. Under existing law, a portion of this revenue is continuously appropriated to the Controller who is required to disburse these funds to the MTC to expend for purposes that reduce vehicular congestion on the bridges.

This bill would define the BATA as a separate entity governed by the same governing board as the MTC. The bill would make the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay Area, including the seismic retrofit surcharge once those projects are completed and provision is made for payment of the bonds issued for those purposes.

The bill would require the City and County of San Francisco and specified counties in the San Francisco Bay Area to conduct a special election on a proposed increase of \$1 in the amount of the base toll rate charged on the state-owned toll bridges in that area. By

requiring this election, the bill would impose a state-mandated local program. Because the bill would specify that the revenue resulting from the increased toll charge would be continuously appropriated to the MTC for expenditure on specified projects, it would make an appropriation.

The bill additionally would make related changes and would repeal obsolete provisions relating to the operation of toll facilities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: yes. Fiscal committee: yes. State-mandated local program: yes.

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

SECTION 1. Section 14531 of the Government Code is amended to read:

14531. (a) The commission may amend the state transportation improvement program if the amendment meets both of the following conditions:

(1) The request for the amendment is made by the entity that submitted the project or projects that are in the program and are to be changed by the amendment.

(2) The total amount programmed in each county for regional improvements does not exceed the county's share prior to the amendment, or the total amount programmed in each county is treated as an adjustment to the share pursuant to Section ~~188.10~~ 188.11 of the Streets and Highways Code.

(b) Public notice of the proposed amendments to the program or the plan shall be made at least 30 days before the commission takes formal action on the proposed amendments. The notice shall include the text and complete description of the proposed amendments.

SEC. 2. Section 182.5 of the Streets and Highways Code is amended to read:

182.5. (a) It is the intent of the Legislature that the transition to the new programs and procedures established in the bill enacting this section shall be fair and equitable and minimize disruptions in the delivery of projects. With specific reference to the transition from county minimums to county shares for regional improvement, no project should be counted twice, no project that would be counted under either the old or new procedures should escape being counted in the transition, shares should be sufficient to fund projects programmed in the 1996 State Transportation Improvement Program for the same period, no incentive or reward should be provided for delaying a project, and no incentive or reward should be provided for allocating funds to a project earlier than the year in which the funds are needed for the project.

(b) At the end of the fiscal year ending June 30, 1998, the county minimums and county minimum deficits shall be recalculated under the law as it existed prior to the enactment of the bill adding this

section.

(c) Notwithstanding Section 164, there shall be set aside sufficient funding for every project that is included in the 1996 State Transportation Improvement Program. This funding shall be set aside in the fund estimate prior to and in addition to the distribution of funding between programs pursuant to Section 164.

(d) The amount of the cumulative county minimum deficit calculated for any county pursuant to subdivision (b) shall be carried forward as a county share for the 1998 State Transportation Improvement Program, prior to and in addition to the computation of county shares pursuant to subdivision (a) of Section 188.8.

(e) The commission shall not allocate funds for any project unless the commission has programmed the state transportation improvement program in a manner that complies with the requirements of Sections 188, 188.8, and ~~188.10~~ 188.11 .

(f) Notwithstanding subdivision (a), for a county within the region defined by Section 66502 of the Government Code where funds were traded in the 1996 State Transportation Improvement Program to another county in that region, the county share for that county for the 1998 State Transportation Improvement Program shall be increased by the amount of the trade in the 1996 State Transportation Improvement Program, as if the share were a county minimum deficit under subdivision (d).

(g) In adopting the 1998 State Transportation Improvement Program, the commission shall, at a minimum, fund all intercity rail projects that are included in the adopted 1996 State Transportation Improvement Program. The amount of funds programmed for each project shall not be less than the amount in the 1996 State Transportation Improvement Program.

(h) The commission, after consulting with the department and the regional planning agencies, shall adopt interim guidelines and procedures relative to fund estimates and project selection in a manner that the first state transportation improvement program, pursuant to the provisions of the act adding this section, is adopted not later than June 1, 1998.

SEC. 3. Section 188.3 of the Streets and Highways Code is amended to read:

188.3. The cost of maintenance of all toll bridges under the jurisdiction of the commission shall be paid out of money in the State Highway Account, except that the ~~commission~~

Bay Area Toll Authority shall fund the maintenance costs of each toll bridge *in the geographic jurisdiction of the Metropolitan Transportation Commission* from the same source used to fund that maintenance cost during the 1980-81 fiscal year.

SEC. 4. Section 188.4 of the Streets and Highways Code is amended to read:

188.4. (a) Maintenance expenditures on all toll facilities owned by the state shall, for accounting purposes, be classified as Category A or Category B expenditures. Notwithstanding any other provision of law, the cost of maintenance of toll facilities shall be paid in accordance with the following:

(1) Category A maintenance shall be paid from the State Highway Account and shall include all normal highway maintenance which would be performed by the state according to state procedures as if the facility was a toll-free state facility.

(2) Category B maintenance shall be paid from toll revenues and shall include all maintenance and reconstruction work of those facilities such as toll facility administration buildings and toll booths which are constructed primarily for the purpose of collecting tolls.

~~(b) This section does not prevent the commission from complying with the provisions of any bond resolution in effect on July 1, 1988.~~

~~(c)~~ In no event shall the maintenance of toll bridges be funded at a lower percentage than was established in accordance with procedures for funding maintenance of the southern bridge unit during the 1986-87 fiscal year, which includes the Dumbarton, the San Mateo-Hayward, and the San Francisco-Oakland Bay Bridges.

SEC. 5. Section 188.10 of the Streets and Highways Code, as amended by Chapter 596 of the Statutes of 1998, is amended and renumbered to read:

~~188.10.~~

188.11. (a) The commission, with assistance from the department and regional agencies, shall maintain a long-term balance of shares, shortfalls, and surpluses for regional improvement programs.

(b) The balance shall include all of the following:

(1) Shares from the fund estimate for each state transportation improvement program pursuant to Section 14525 of the Government Code.

(2) Amounts programmed in each state transportation improvement program pursuant to Section 14529 of the Government Code.

(3) Surpluses or shortfalls due to reservations or advancements pursuant to subdivision (j) of Section 188.8.

(4) Amounts deducted or added because of changes in project development costs or a cost increase or savings in the final engineering estimate or the final right-of-way certification estimate at the time of allocation for construction, pursuant to subdivisions (d) and (e) of Section 188.8.

(5) Any supplemental project allocations during or following construction.

(6) Amounts deducted or added because of amendments to the state transportation improvement program that add, delete, or change the scope and cost of regional improvement projects, pursuant to Section 14531 of the Government Code.

(c) The balance through the preceding fiscal year shall be made available for review by all regional agencies at the time of each fund estimate, and by not later than August 15 of each year.

(d) The commission, through the fund estimate, shall restore for the next state transportation improvement program the interregional improvement program level specified in subdivision (a) of Section 164.

SEC. 6. Section 30101 of the Streets and Highways Code is amended to read:

30101. ~~Except as otherwise provided in Section 30886,~~
~~the~~ Except as provided in Section 30102.5, the commission shall fix the rates of toll and other charges for all toll bridges, tubes, or other toll highway crossings acquired or built pursuant to this chapter.

SEC. 7. Section 30101.8 of the Streets and Highways Code is amended to read:

30101.8. (a) The commission may grant toll-free and reduced-rate passage on all toll bridges under its jurisdiction to class I vehicles occupied by three or more persons, including the driver, and to buses. For bridges within the area under the jurisdiction of the Metropolitan Transportation Commission, ~~the commission shall exercise its authority in cooperation with the Metropolitan Transportation Commission as otherwise required by this division~~

Bay Area Toll Authority may grant toll-free and reduced-rate passage, as provided in Section 30102.5 .

(b) Notwithstanding subdivision (a), tolls on the bridges shall be maintained at rates sufficient to meet any obligation to the holders of bonds secured by the bridge toll revenues, as set forth in any bond resolution in effect on January 1, 1991, or covenants contained in bonds issued pursuant to the bond resolution, and the commission shall revise or eliminate any toll-free or reduced-rate toll schedule adopted pursuant to subdivision (a) as necessary to ensure compliance with those obligations.

(c) If the commission grants toll-free and reduced-rate passage pursuant to subdivision (a), the commission shall also grant the same toll-free and reduced-rate passage to class I vehicles designed by the manufacturer to be occupied by no more than two persons, including the driver, if these vehicles are occupied by two persons, including the driver.

SEC. 8. Section 30102.5 of the Streets and Highways Code is repealed.

~~30102.5. (a) Notwithstanding any other provision of this chapter, on and after January 1, 1982, the commission, in establishing toll charges for any particular toll bridge within the area of jurisdiction of the Metropolitan Transportation Commission, shall give consideration to the cost of operating toll bridges or other toll highways, the tolls on which are pledged as security for bonds issued and outstanding. The cost of operating toll bridges and other toll highways includes the cost of insurance, and the amount required annually to meet the redemption of bonds issued and outstanding for which the tolls are pledged as security, and interest payments and interest charges of the bonds issued and outstanding as they fall due for any particular toll bridge or other toll highway. For the Richmond San Rafael Bridge, costs may include amounts necessary to repay loans from the State Highway Account in the State Transportation Fund.~~

~~(b) In establishing toll charges for the toll bridges within the area of jurisdiction of the Metropolitan Transportation Commission, the commission shall also maintain net revenues to be used exclusively for transit capital improvements. The net revenues may not exceed the average financial commitment made toward transit capital improvements from toll revenues, as audited, during the 1977-78 and 1978-79 fiscal years, but may be adjusted annually according to the appropriate inflationary index adopted by the Metropolitan Transportation Commission.~~

~~(c) No new bonds may be issued that are secured by tolls of any particular toll bridge or toll highway within the area of jurisdiction of the Metropolitan Transportation Commission, except for those bonds necessary to finance the completion of the new Dumbarton Bridge and the payment by the Richmond San Rafael Bridge of loans from the State Highway Account in the State Transportation Fund. Nothing in this section shall be construed to prohibit the issuance of refunding bonds when, in the exercise of its discretion, the commission determines that by so doing a net savings to the state in interest costs will be realized.~~

~~(d) No new loans shall be made from the General Fund or the State Highway Account for any toll bridge or toll highway within the area of jurisdiction of the Metropolitan Transportation Commission.~~

SEC. 9. Section 30102.5 is added to the Streets and Highways Code, to read:

30102.5. The Bay Area Toll Authority shall fix the rates of the toll charge, except as provided in Section 30921, and may grant reduced-rate and toll-free passage on the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation

Commission.

SEC. 10. Section 30113 of the Streets and Highways Code is amended to read:

30113. (a) The commission may utilize net revenues from toll bridges in order to finance research on high technology motion control devices to be used on the bridges.

(b) If the Metropolitan Transportation Commission allocates toll bridge net revenues ~~pursuant to~~ as defined in

Section ~~30886~~ 30884, it may utilize net revenues from the bridges under its jurisdiction to finance the research referred to in subdivision (a).

SEC. 11. Article 5 (commencing with Section 30200) of Chapter 1 of Division 17 of the Streets and Highways Code is repealed.

SEC. 12. Article 7 (commencing with Section 30350) of Chapter 1 of Division 17 of the Streets and Highways Code is repealed.

SEC. 13. Section 30600 of the Streets and Highways Code is amended to read:

30600. As used in this article, ~~"toll"~~ the following definitions apply:

(a) "Authority" means the Bay Area Toll Authority created pursuant to Chapter 4.3 (commencing with Section 30950).

(b) "Toll bridge" means that certain bridge across San Francisco Bay known as the San Francisco-Oakland Bay Bridge and the approaches thereto.

SEC. 14. Section 30601 of the Streets and Highways Code is amended to read:

30601. The toll bridge and the approaches to it are a primary state highway. No law providing that state highways shall be free highways affects the power or duty of the ~~commission~~

authority to fix the rates of toll for the toll bridge or the power and duty of the department to collect the tolls so fixed by the ~~commission~~ authority for the use of the toll bridge.

SEC. 15. Section 30603 of the Streets and Highways Code is repealed.

~~30603. The department may cause the toll bridge and structures on approaches to be insured against all risks to such extent as it deems necessary, and shall provide such insurance as may be required by any bond indenture applicable to the toll bridges. The proceeds of such insurance shall be applied to the restoration of the toll bridge and structures on approaches to the same good order, repair, and condition as they were in prior to the damage, insofar as possible.~~

SEC. 16. Section 30604 of the Streets and Highways Code is amended to read:

30604. The department shall at all times cause the toll bridge to comply with all lawful orders of the United States Secretary of ~~War~~ Defense, the Chief of Engineers of the United States Army, and of any other governmental agency or authority having jurisdiction thereof.

SEC. 17. Section 30605 of the Streets and Highways Code is repealed.

~~30605. (a) The cost of operation and insurance of the toll bridge and any additional highway crossing of San Francisco Bay constructed between the County of Alameda and the City and County of San Francisco shall be paid by the department from the tolls and revenues received from the use and operation of the toll bridge and additional highway crossing. The cost of operation and insurance of any toll bridge or other highway crossing upon which tolls are now being collected, or that may hereafter be acquired or constructed~~

~~over the San Francisco Bay, shall be paid by the department from the tolls and revenues received from the use and operation thereof.~~

~~(b) The cost of maintenance (exclusive of the approaches) of the toll bridge and any additional highway crossing of San Francisco Bay constructed between the County of Alameda and the City and County of San Francisco shall be paid by the department from the tolls and revenues received from the use and operation of the toll bridge and additional highway crossing, and the cost of maintenance (exclusive of the approaches) of any toll bridge or other highway crossing on which tolls are now being collected or that may hereafter be acquired or constructed over the San Francisco Bay, shall be paid by the department from the tolls and revenues received from the use and operation thereof, except as follows:~~

~~If the terms and conditions of any bonds that are outstanding on September 9, 1953, and that are payable from the tolls are such as to require that the cost of physical maintenance of the toll bridge shall be paid from sources other than tolls and revenues from the use and operation of the toll bridge, the cost of the maintenance shall be paid by the department from money accruing and to accrue in the State Highway Account available for the widening, resurfacing, and reconstruction of state highways for the group of counties designated as Group No. 1 in Section 187, until the bonds are refunded or retired or until payment of the cost of maintenance out of tolls and revenues from the toll bridge is authorized in the manner provided in the proceedings authorizing the issuance of the bonds. The State Highway Account shall be reimbursed by the commission for all amounts so expended with interest thereon at the rate of 11/2 percent per annum to be computed on the total amount expended during any one year.~~

~~Whenever after September 9, 1953, any bonds secured by pledge of the tolls and revenues of the toll bridge are refunded or retired, in the total then outstanding, the commission shall include, in the proceedings for any new issue of bonds for such purpose, bonds in a sufficient amount to repay to the State Highway Account the amount provided by this section. If the amount is not repaid from the proceeds from the sale of bonds and all revenue bonds secured by revenues on the toll bridge are fully retired, and all other obligations secured by revenues of the toll bridge, whether by means of bond issue or other provisions of law, have been fully paid, the repayment shall be made from the tolls and revenues of the toll bridge, and the commission and the department shall fix and collect tolls on the toll bridge at a rate sufficient to include provision for such repayment until the amount required to be paid into the State Highway Account by this section has been paid thereto.~~

~~The moneys required to be repaid by this section shall be credited to the money available for construction of state highways in County Group No. 1 as specified in Section 187.~~

SEC. 18. Section 30606 of the Streets and Highways Code is amended to read:

30606. ~~(a)~~ The cost of operating and maintaining the architectural lights on the toll bridge shall be paid by the department from toll bridge revenue funds available for the operation of the toll bridge.

~~(b) For the purpose of carrying out this section from January 1, 1988, to January 1, 1989, the department's operating expense budget shall be augmented by one person year and fifty thousand dollars (\$50,000). Thereafter, the expense of carrying out this section shall be included in the annual Budget Act.~~

SEC. 19. Section 30608.2 of the Streets and Highways Code is repealed.

~~30608.2. The commission may also vary, as it deems desirable, the rates applicable to vehicles operated on the San Francisco-Oakland Bay Bridge for the carriage of passengers by any municipal or public corporation, transit district, public utility district, or political subdivision, or by any transportation company operating under a certificate of public convenience and necessity.~~

SEC. 20. Section 30610 of the Streets and Highways Code is amended to read:

30610. Expenditures for maintenance and operation of the Terminal Building in San Francisco shall be eligible as a proper ~~charges~~ charge against the revenues of the San Francisco-Oakland Bay Bridge in an amount not to exceed three million dollars (\$3,000,000) in any fiscal year, subject to the adopted budget of the authority and subordinate to the payment of bonds of the authority .

SEC. 21. Section 30750 of the Streets and Highways Code is amended to read:

30750. As used in this article:

(a) ~~"Existing bridge"~~ "Carquinez Bridge" means ~~that~~ those certain bridge spans on Interstate Route 80 across the Carquinez Straits near Crockett, known as the Carquinez Bridge, together with any existing or new and additional approaches thereto necessary or desirable to connect with the present ~~State Highway Routes 7 and 14, or any realignment thereof, which approaches shall extend, constructed to freeway standards, to a point approximately four and one-half miles north of the north end of the bridge, which point is just north of the Greenfield Avenue intersection, and to a point approximately four miles south of the south end of the bridge, which point is just north of the intersection of Routes 14 and 106~~ additional spans and the toll collection facilities to serve both the existing bridge span and any additional spans .

(b) ~~"Additional Carquinez~~ "Benicia-Martinez Bridge" means ~~a new~~ the toll bridge across the Carquinez Straits ~~near Crockett, to be located approximately parallel to and upstream from the existing bridge,~~ on Interstate Route 680 connecting the Cities of Benicia and Martinez, together with ~~all~~ any existing or new and additional approaches thereto necessary or desirable ~~to connect with the present State Highway Routes 7 and 14 or any realignment thereof, which approaches shall extend, constructed to freeway standards, to a point approximately four and one-half miles north of the north end of the bridge, which point is just north of the Greenfield Avenue intersection, and to a point approximately four miles south of the south end of the bridge, which point is just north of the intersection of Routes 14 and 106,~~ with respect to the present span or any spans and toll collection facilities ~~to serve both the existing~~ for the bridge and ~~the additional toll bridge~~ any additional spans .

~~(c) "Benicia-Martinez Bridge" means a new toll bridge across Carquinez Straits and connecting, with suitable approaches, the Cities of Benicia and Martinez, such approaches to include improvements southerly to a connection with Route 106 and northerly to a connection with Route 74, approximately one-half mile northwesterly from Second Street in the City of Benicia, and an improvement with necessary or desirable realignment of Route 74 northerly to a connection with Route 7 near Cordelia, and toll~~

~~collection facilities for the bridge.~~

SEC. 22. Section 30751 of the Streets and Highways Code is amended to read:

30751. The department is authorized to lay out, acquire , and construct the ~~additional~~ Carquinez Bridge and the Benicia-Martinez Bridge ~~as defined in this article,~~ and to make such modification, improvement , and reconstruction of the ~~existing bridge bridges~~ as is necessary adequately to handle anticipated traffic and permit the collection of tolls. ~~The existing bridge and the additional Carquinez Bridge may be operated as a single unit.~~

SEC. 23. Section 30752 of the Streets and Highways Code is repealed.

~~30752. For the purpose of obtaining funds to carry out the provisions of this article, the commission is authorized to issue revenue bonds. Except as herein otherwise provided, the provisions of the California Toll Bridge Authority Act (Chapter 1 (commencing with Section 30000)) are hereby made applicable to the revenue bonds, and the commission and the department are authorized to do any and all things pursuant to law necessary to finance, construct, and complete the bridges mentioned in this article and the improvement of the existing bridge.~~

~~The commission may authorize the issuance of bonds in an amount estimated to be sufficient to complete the entire work authorized hereunder in successive stages, and may provide for the issuance and sale of sufficient revenue bonds to finance the construction of the additional Carquinez Bridge and the modification, improvement, and reconstruction of the existing bridge as the initial stage of such work. The commission may insert, in the bond indenture or resolution authorizing the bonds, such conditions as it deems necessary upon the issuance and sale of the additional bonds necessary to finance the acquisition, construction, and completion of the Benicia Martinez Bridge.~~

~~The revenues of each bridge need not be accounted for separately, but may be allocated as security for all of the bonds issued or to be issued hereunder as the commission may determine.~~

SEC. 24. Section 30753 of the Streets and Highways Code is repealed.

~~30753. The commission is hereby authorized to reimpose tolls upon the existing bridge and to continue to collect tolls thereon for the purposes of this article, the collection of the tolls to commence upon the date the additional Carquinez Bridge is opened to public traffic. The commission is likewise authorized to impose tolls upon the use of the additional Carquinez Bridge when it is opened to public traffic and the Benicia-Martinez Bridge when it is opened to public traffic. The commission may provide for the collection of tolls upon the existing bridge and the additional Carquinez Bridge under such rules and regulations as the commission deems necessary in order to operate both bridges as a single toll bridge. No tolls shall be charged for the use only of the approaches of any of the bridges as the approaches are defined in Section 30750.~~

~~Subject to the limitations provided in this article, the tolls shall be used and applied as may be provided in a bond indenture or resolution of the commission authorizing the issuance of bonds for (a) the payment of principal and interest on the bonds; (b) the creation, establishment, and maintenance of reserve and other funds for the protection or retirement of the bonds; (c) operation and insurance expenses; and (d) any other charges in connection with the~~

~~construction, operation, incurring, and financing of the bridges and the improvement of the existing bridge as may be determined by the commission, including the establishment of rehabilitation and improvement funds for further rehabilitation and improvement of the bridges.~~

~~Tolls shall continue to be collected upon the existing bridge, the additional Carquinez Bridge, and the Bonicia Martinez Bridge until all revenue bonds issued under this article have been fully paid and retired.~~

SEC. 25. Section 30754 of the Streets and Highways Code is repealed.

~~30754. The cost of operation of the existing bridge, the additional Carquinez Bridge, and the Bonicia Martinez Bridge, including the cost of insurance against loss of tolls or other revenue therefrom shall be paid from the tolls and revenue received from the use and operation of said bridges. The cost of physical maintenance, including the cost of insurance of said bridges against all risks, shall be paid by the department out of funds available to it for the maintenance of state highways. The department shall provide all engineering services for the work authorized in this article and the cost thereof shall be paid from funds available for the construction of state highways in Solano and Contra Costa Counties. The department shall proceed immediately with all necessary work, including but not limited to, plans, specifications, estimates of cost, traffic and financial studies for each of such bridges, to the end that each may be constructed as soon as funds can be made available from the proceeds of revenue bonds issued therefor.~~

SEC. 26. Section 30755 of the Streets and Highways Code is repealed.

~~30755. The bridges referred to in this article shall become toll free as soon as all bonds issued under this article are fully paid and retired.~~

SEC. 27. Section 30756 of the Streets and Highways Code is repealed.

~~30756. While any revenue bonds issued pursuant to this article are outstanding, at such time as funds may be made available to the State of California from any federal interstate or main line highway system program in excess of federal allotments existing on January 1, 1955, the proportionate share of such funds which would have been allotted to the bridges mentioned in this article, or any of them, or the refund obtained because of the construction thereof, to the extent permitted by federal law, shall be credited to Solano and Contra Costa Counties in the proportions expended in each county (the cost of the bridges being evenly divided) for expenditure in accordance with law for construction on the state highways located in said counties.~~

SEC. 28. Section 30757 of the Streets and Highways Code is repealed.

~~30757. (a) Upon inclusion of the project in the state transportation improvement program by the commission, the department may design and construct traffic capacity improvements to the Bonicia Martinez Bridge.~~

~~(b) At the earliest practicable time, the department may proceed with all preliminary work on an additional toll bridge across the Carquinez Straits parallel to the Bonicia Martinez Bridge, including, but not limited to, environmental studies, layouts, traffic studies, and all other work found to be necessary for construction.~~

~~(c) The preliminary work shall be funded from that portion of the bridge revenues which exceeds the amount necessary to pay for the~~

~~cost of operation and maintenance of the bridge, and to meet all obligations under the bond resolution applicable to the bridge.~~

SEC. 29. Section 30760 of the Streets and Highways Code is amended to read:

30760. As used in this article +

~~(a) "Existing bridge" means that bridge connecting the County of Contra Costa near Antioch with the County of Sacramento near Amelia Landing on Sherman Island, known as the Antioch Bridge, together with any existing or new or additional approaches thereto necessary or desirable to connect the present Routes 4, 84, and 160, or any realignment thereof.~~

~~(b) "New bridge" or "new Antioch", "Antioch Bridge" means a new the high-level fixed-span bridge across the San Joaquin River near Antioch to be located approximately parallel to and downstream from the existing bridge, together with the approaches thereto necessary or desirable to connect with the present Routes 4, 84, and 160, or any realignment thereof, and including necessary and the toll collection facilities for the bridge. The new bridge shall include a lane for pedestrians and bicycles.~~

SEC. 30. Section 30761 of the Streets and Highways Code is amended to read:

30761. The department is authorized to modify, improve, reconstruct, and remodel the ~~existing bridge~~ Antioch Bridge as is necessary to adequately handle anticipated traffic and permit the collection of tolls.

SEC. 31. Section 30762 of the Streets and Highways Code is repealed.

~~30762. The department shall design and, as soon as economically feasible, construct a new Antioch Bridge. The department shall explore sources of funding other than revenue bond issuance and, if possible, provide a toll free facility. In this connection, the department shall seek federal funds for construction and shall comply with all federal requirements. If the department secures federal funds for the construction of the new bridge, the department, to the extent possible, shall use federal funds, prior to using state funds or revenue bond funds, to finance such construction.~~

SEC. 32. Section 30762.5 of the Streets and Highways Code is repealed.

~~30762.5. The new Antioch Bridge shall be constructed with a median barrier.~~

SEC. 33. Section 30763 of the Streets and Highways Code is repealed.

~~30763. If the department determines that reimposition of tolls on the existing bridge will not jeopardize the possibility of obtaining federal funds to aid in financing the construction of the new bridge, the commission is authorized to reimpose tolls on the existing bridge. Revenues derived from such tolls shall be used solely for the following purposes:~~

~~(a) Modification, improvement, reconstruction, or remodeling of the existing bridge.~~

~~(b) To pay the costs of making studies and performing all preliminary work, including, but not limited to, surveys, plans, estimates of costs, right of way appraisals and acquisition, engineering studies, layouts, traffic studies, approach studies, consultant fees, and other preliminary expenses found by the department to be necessary preliminary to the issuance and sale of revenue bonds pursuant to the California Toll Bridge Authority Act~~

~~(commencing with Section 30000) for the construction of the new Antioch Bridge. All revenues collected shall be deposited in the Antioch Bridge Toll Revenue Fund, which is hereby created, and shall be available for expenditure without regard to fiscal years.~~

~~(c) As security for the payment of revenue bonds issued to finance the construction of the new Antioch Bridge, provided, however, that the department may discontinue operation of the existing bridge upon the opening of the new Antioch Bridge to traffic.~~

SEC. 34. Section 30764 of the Streets and Highways Code is repealed.

~~30764. For the purpose of obtaining funds to finance the construction of the new Antioch Bridge, the commission is authorized to issue revenue bonds. Notwithstanding any other provision of law, revenue bonds sold for any purpose authorized by this article may be sold at an interest rate not exceeding 8 percent per year.~~

~~Except as herein otherwise provided, the provisions of the California Toll Bridge Authority Act (commencing with Section 30000) are hereby made applicable to such revenue bonds, and the commission and the department are authorized to do any and all things pursuant to law necessary to finance and to construct the new Antioch Bridge.~~

~~The commission may insert in the bond indenture, or the resolution authorizing such bonds, such conditions as it deems necessary. The commission shall pledge the revenues of the new Antioch Bridge, from and after the date it is opened to traffic, as security for the payment of such bonds.~~

SEC. 35. Section 30764.5 of the Streets and Highways Code is repealed.

~~30764.5. In the revenue bond issue to finance the construction of a new Antioch Bridge, the commission shall include an amount sufficient to finance the construction of (a) the on and off ramps on Route 21 to Bayshore Road and Channel Road, also designated as the Bonicia Viaduct ramps, pursuant to Section 321.1; and (b) the West Seventh Street and Route 680 Interchange in Bonicia pursuant to Section 620.1.~~

SEC. 36. Section 30765 of the Streets and Highways Code is repealed.

~~30765. As an alternative method of financing the new Antioch Bridge and such construction as specified in Section 30764.5, the commission may issue revenue bonds secured by a pledge of the revenues of the new Antioch Bridge and, on and after December 1, 1979, of the parallel Carquinez Bridges and the Bonicia Martinez Bridge.~~

~~If the work is so financed, all revenues collected from the operation of the existing bridge and new Antioch Bridge shall be paid into the same fund as revenues derived from the Carquinez Bridges and Bonicia Martinez Bridge and shall be available for expenditure for the same purposes as the revenues from those bridges.~~

SEC. 37. Section 30766 of the Streets and Highways Code is repealed.

~~30766. If the revenue bonds to finance the construction of the new Antioch Bridge are secured by a pledge of the revenues of the parallel Carquinez Bridges, the Bonicia Martinez Bridge, and the new Antioch Bridge, as authorized by Section 30765, all of these bridges may be operated as a single unit. The revenues of each of such bridges need not be accounted for separately, but may be allocated as security for all of the bonds issued, or to be issued, by the commission for those bridges.~~

SEC. 38. Section 30767 of the Streets and Highways Code is repealed.

~~30767. Should at any time it become necessary to operate a vehicle or passenger ferry as a substitute for the existing bridge when it is obstructed to traffic because of accident thereto or repair thereof, or is for any reason unable to fully accommodate traffic, any excess of revenue over expenses of operation of that ferry shall be deposited in the Antioch Bridge Toll Revenue Fund, or, if the alternative method of financing authorized by Section 30765 is used, in the same fund as revenues derived from the parallel Carquinez Bridges and the Benicia Martinez Bridge are deposited in.~~

SEC. 39. Section 30791 of the Streets and Highways Code is amended to read:

30791. The department is authorized to modify, improve, reconstruct, and remodel the San Mateo-Hayward Bridge and the Dumbarton Bridge as is necessary to adequately handle anticipated traffic and permit the collection of tolls.

SEC. 40. Section 30791.7 of the Streets and Highways Code is repealed.

~~30791.7. (a) The California Transportation Commission, subject expressly to the provisions of any bond resolution adopted by the California Toll Bridge Authority for the purpose of financing construction of the new Dumbarton Bridge, may pledge and use revenues derived from the operation of the San Francisco Oakland Bay Bridge, the San Mateo Hayward Bridge, the existing Dumbarton Bridge, and the new Dumbarton Bridge upon its opening to traffic for the purpose of financing construction of the approaches to the San Mateo Hayward Bridge as described in subdivision (a) of Section 30790, including pledging revenues for the payment of revenue bonds issued to finance such construction. This action shall be taken by the California Transportation Commission, only if a study, which shall be conducted by the Metropolitan Transportation Commission of alternative means of financing the approaches recommends that the financing be, in whole or in part, by toll revenues, including the issuance of bonds. In that event, the California Transportation Commission may adopt a plan for the financing and construction of the approaches based on the recommendations submitted by the Metropolitan Transportation Commission.~~

~~(b) In authorizing such construction, the Legislature hereby finds and declares that the revenues derived from the operation of the San Francisco Oakland Bay Bridge, the San Mateo Hayward Bridge, and the Dumbarton Bridge may be used to finance the completion of the approach system to the San Mateo Hayward Bridge.~~

SEC. 41. Section 30792 of the Streets and Highways Code is repealed.

~~30792. For the purpose of obtaining funds to carry out the provisions of this article, the commission is authorized to issue revenue bonds. Except as otherwise provided in this section, the provisions of the California Toll Bridge Authority Act (Chapter 1 (commencing with Section 30000)) are hereby made applicable to the revenue bonds, and the commission and the department are authorized to do any and all things pursuant to law necessary to finance, reconstruct, and improve the San Mateo Hayward Bridge and to refinance the Dumbarton Bridge. The commission may authorize the issuance of bonds in series in an amount estimated to be sufficient to complete the entire work authorized in successive stages. The commission may insert, in the bond indenture or resolution authorizing the bonds, such conditions as it deems necessary.~~

SEC. 42. Section 30792.2 of the Streets and Highways Code is repealed.

~~30792.2. Upon completion of the studies and preliminary work provided for in Section 30792.1, the California Toll Bridge Authority shall, as promptly as feasible, issue revenue bonds to finance the construction of a new Dumbarton Bridge. Such bonds shall be secured by the revenues deposited in the San Francisco-Oakland Bay Bridge Toll Revenue Fund as provided by Chapter 1 (commencing with Section 30000) of this division and by Section 30794. Such issue of revenue bonds may, to the extent that the authority determines feasible, include funds in an amount sufficient to widen the San Mateo-Hayward Bridge Trestle. Such financing shall be undertaken only to the extent that the authority finds on the basis of the estimates of cost, that anticipated revenue available to it will be sufficient to meet its obligations with respect to the financing of the San Francisco-Oakland Rapid Transit Tube.~~

~~The department having completed its studies for the new Dumbarton Bridge in consultation with the public agencies in whose territory the approaches thereto are located, and the department having completed the environmental impact report on the project, the Legislature finds and declares that the requirements imposed by Chapter 492 of the Statutes of 1972 have been met. The Legislature further declares that the department is authorized to proceed immediately with the construction of the new Dumbarton Bridge and approaches without obtaining further approvals, provided, that the westerly approaches shall include a west approach, a University Avenue connection to the west approach, a Marsh Road connection to the west approach, and a Willow Road connection to the west approach, all located as follows:~~

~~The west approach shall commence at the west end of the new bridge and extend along the present westerly Willow Road approach approximately 9,000 feet to a point 450 feet east of the Southern Pacific railroad tracks.~~

~~The Willow Road connection to the west approach shall connect to the west approach at its west end and extend along present Willow Road to its intersection with Route 101, a distance of approximately 4,900 feet.~~

~~The University Avenue connection to the west approach shall connect to the west approach commencing at a point approximately 6,000 feet west of the west abutment of the existing bridge where it intersects the west approach and extend in a southerly direction to connect with existing University Avenue at Purdue Avenue and along existing University Avenue to Notre Dame Avenue, a distance of approximately 4,000 feet.~~

~~The Marsh Road connection to the west approach shall connect with the west approach at a point approximately 450 feet east of the Southern Pacific railroad tracks and extend westerly along a 100-foot wide right-of-way, formerly subject to an easement held by the San Francisco Water Department, to the Marsh Road and Route 101 interchange, a distance of approximately 9,500 feet.~~

~~Nothing herein shall be construed to prevent the department from changing the location of any approach or approach connection or from adding any additional approach or approach connection if such change or addition is consented to by the local agencies through which it passes and by the San Francisco Bay Conservation and Development Commission.~~

SEC. 43. Section 30793 of the Streets and Highways Code is repealed.

~~30793. The department is authorized to operate the San Mateo-Hayward and Dumbarton Bridges as a single unit, and shall continue to collect tolls on both bridges for purposes of paying any bonded indebtedness presently outstanding or which may be incurred~~

~~pursuant to this article. Subsequent to a refinancing of any outstanding bonded indebtedness on both bridges, the revenues of each bridge need not be accounted for separately but may be allocated as security for all of the bonds issued pursuant to this article.~~

~~The tolls shall be used and applied, as may be provided in a bond indenture or resolution of the commission authorizing the issuance of bonds, for (a) the payment of principal and interest on the bonds; (b) the creation, establishment, and maintenance of reserve and other funds for the protection or retirement of the bonds; (c) operation and insurance expenses; (d) the repayment of the State Highway Account for moneys expended pursuant to Chapter 2416 of the Statutes of 1957; and (e) any other charges in connection with the reconstruction, improvement, operation, insuring, maintenance, and financing of the San Mateo Hayward Bridge and the refinancing of the Dumbarton Bridge as may be determined by the commission, including the establishment of rehabilitation and improvement funds for further rehabilitation and improvement of the San Mateo Hayward Bridge and the Dumbarton Bridge.~~

SEC. 44. Section 30794 of the Streets and Highways Code is repealed.

~~30794. (a) The department may establish exclusive or preferential use of lanes on the new Dumbarton Bridge and the San Mateo Bridge and the approaches to those bridges for high occupancy vehicles.~~

~~(b) For the purposes of this section, the new Dumbarton Bridge is that portion of State Highway Route 84 between the new Dumbarton Bridge Toll Plaza on the east side of the bay and the intersection of University Avenue on the west side of the bay.~~

~~(c) For the purposes of this section, the new Dumbarton Bridge approaches are all of the following:~~

~~(1) That portion of State Highway Route 84 between State Highway Route 101 and the bridge on the west side of the bay, known as the "Route 84 connection."~~

~~(2) That portion of University Avenue between Kavanaugh Drive and State Highway Route 84, known as the "University Avenue connection."~~

~~(3) That roadway, known as the Marsh Road connection, sometimes called the Northerly Connector, to be built from the intersection of Haven Avenue and Marsh Road, proceeding in an easterly direction to State Highway Route 84, extending along a 100-foot wide right-of-way, formerly subject to an easement held by the San Francisco Water Department.~~

~~(4) That portion of State Highway Route 84 between State Highway Route 880 and the bridge on the east side of the bay.~~

~~(d) As used in this section, "high occupancy vehicle" means any vehicle containing two or more persons, except that the department may increase that number to three or more pursuant to subdivision (e).~~

~~(e) (1) The department shall, for purposes of this section, develop criteria for high occupancy vehicle lanes and the occupancy requirements for vehicles using those lanes which include, but are not limited to, all of the following:~~

~~(A) Traffic congestion based on the vehicles per hour per lane rate.~~

~~(B) Highway safety.~~

~~(C) Traffic volume forecasts.~~

~~(D) Available support facilities for high occupancy vehicles, including, but not limited to, park and ride lots and transit facilities.~~

~~(E) Traffic enforcement safety.~~

~~(F) Conformity with vehicle occupancy requirements of the surrounding area, particularly those for connecting high occupancy~~

~~vehicle routes.~~

~~(G) Maximum utilization of lanes.~~

~~(H) Consistency with objectives and strategies of congestion management agencies.~~

~~(I) Conformity with regionally adopted transportation control measures, approved air quality management plans, and regional transportation plans.~~

~~(2) The department shall, using the criteria developed pursuant to paragraph (1), prepare an engineering analysis of the requirements for high occupancy vehicles and both existing and planned high occupancy vehicle lanes on the bridges and the approaches to the bridges. Any proposed increase in the number of occupants required for a vehicle to come within the definition a high occupancy vehicle shall be implemented only after consulting with the Metropolitan Transportation Commission and holding a public meeting.~~

~~(3) The department shall notify the Legislature, at least 30 days prior to holding the public meeting required by paragraph (2), of any proposed increase in the number of occupants required for a vehicle to come within the definition of a high occupancy vehicle.~~

SEC. 45. Section 30795 of the Streets and Highways Code is repealed.

~~30795. The cost of operation of both bridges, including the cost of insurance against loss of tolls or other revenue therefrom, shall be paid from the tolls and revenue received from the use and operation of said bridges. The cost of physical maintenance, including the cost of insurance of said bridges against all risks, shall be paid by the department as provided~~
~~in Section 188.3 of this code.~~

SEC. 46. Section 30881 is added to the Streets and Highways Code, to read:

30881. "Authority" means the Bay Area Toll Authority.

SEC. 47. Section 30884 of the Streets and Highways Code is amended to read:

30884. (a) "Net transit revenues" means those revenues of ~~a toll bridge that are in excess of the amount required (a) to~~ the San Francisco-Oakland Bay Bridge, the San Mateo-Hayward Bridge, and the Dumbarton Bridge determined by the authority as derived from the toll increase instituted by the commission in 1977. The calculation of the amount of the net transit revenues is approximately equal to 16 percent of the revenue generated each year from the collection of the base toll at its level in existence for the 2001-02 fiscal year on the San Francisco-Oakland Bay Bridge, the San Mateo-Hayward Bridge, and the Dumbarton Bridge.

(b) The net transit revenues are subordinate to all of the following:

(1) The obligation to pay necessary costs of toll collection operation ~~, rehabilitation, and necessary safety improvements,~~ (b) to meet the .

(2) The obligations ~~assumed by~~ of the ~~California Transportation Commission~~ authority under any bond resolution or indenture applicable to the toll ~~bridge, and (c) to~~ bridges.

(3) The obligation to repay any advances made to the department from any other source for studies and work preliminary to the financing of any toll bridge project.

SEC. 48. Section 30885 of the Streets and Highways Code is amended to read:

30885. "Toll bridge" means any *state-owned* bridge ~~under the jurisdiction of the California Transportation Commission~~, including the approaches to the toll bridge from the nearest highway that is not for the exclusive use of toll bridge traffic, ~~and~~ located within the region under the jurisdiction of the commission.

SEC. 49. Section 30886 of the Streets and Highways Code is repealed.

~~30886. Upon securing the required consent of the holders of outstanding bonds on the toll bridge, and of the federal government where necessary, the Metropolitan Transportation Commission may adopt a toll schedule in lieu of the one adopted by the California Transportation Commission for a toll bridge located within the region under its jurisdiction and allocate the net revenues therefrom pursuant to this article.~~

SEC. 50. Section 30887 of the Streets and Highways Code is amended to read:

30887. The ~~Metropolitan Transportation Commission~~ shall adopt a toll schedule only after (a) it has held public hearings within the region under its jurisdiction and (b) the California Transportation Commission has approved the proposed toll schedule. ~~However, the California Transportation Commission~~ authority may increase the toll rates specified in the adopted toll schedule if this is necessary in order to enable the ~~California Transportation Commission~~ authority to meet its obligations under any bond resolution or indenture

SEC. 51. Section 30888 of the Streets and Highways Code is repealed.

~~30888. The California Transportation Commission shall expeditiously approve the toll schedule proposed by the Metropolitan Transportation Commission, unless the California Transportation Commission finds and determines that the proposed toll schedule will result in either of the following:~~

~~(a) Will not generate sufficient revenues (1) to pay required costs of operation, rehabilitation, and necessary safety improvements, (2) to meet the obligations assumed by the California Transportation Commission under any bond resolution applicable to the toll bridge, and (3) to repay any advances made to the department from any source for studies and work preliminary to the financing of any toll bridge project.~~

~~(b) Will adversely affect any state interest, including, but not limited to, the safe and efficient movement of traffic and the collection of tolls.~~

SEC. 52. Section 30889 of the Streets and Highways Code is repealed.

~~30889. The commission, in establishing toll charges for toll bridges, shall give consideration to the cost of operating toll bridges, the tolls on which are pledged as security for bonds issued and outstanding. The cost of operation shall include the cost of insurance, the amount required annually to meet the redemption of bonds issued and outstanding from which tolls are pledged as security, and the interest payments of the bonds issued and outstanding as they fall due for any particular toll bridge. The commission shall also establish tolls in order to generate net revenues to be used exclusively for transit capital improvements. The net revenues may not exceed the average annual financial commitment made toward transit capital improvements from toll revenues, as audited, during the 1977-78 and 1978-79 fiscal years, but may be adjusted annually according to the appropriate~~

~~inflationary index. In adopting a toll schedule for a toll bridge, the commission may also seek to (a) decrease traffic flow on the bridge, (b) change peak traffic characteristics to achieve more efficient utilization of the bridge, and (c) change traffic network patterns.~~

SEC. 53. Section 30889.3 of the Streets and Highways Code is amended to read:

30889.3. (a) ~~Notwithstanding any other provision of law, the Metropolitan Transportation Commission shall~~ The authority may grant toll-free passage or may adopt ~~for implementation not later than June 30, 1991,~~ a reduced-rate schedule of tolls for ~~class I~~ vehicles occupied by three or more persons, including the driver, and for buses crossing the ~~Carquinez and Martinez-Benicia Bridges~~ bridges . The reduced-rate toll for those vehicles shall be determined by the ~~Metropolitan Transportation Commission~~ authority in ~~cooperation~~ consultation with the ~~Department of Transportation~~ department , and may consist of reduced daily tolls or ~~an annual~~ payment in lieu of daily tolls. ~~The reduced rate toll schedule adopted by the Metropolitan Transportation Commission shall be approved by the California Transportation Commission in accordance with Section 30888.~~ If the authority grants toll-free passage or adopts a reduced-rate toll schedule under this subdivision, it shall grant toll-free passage or adopt the same schedule for class I vehicles designed by the manufacturer to be occupied by not more than two persons, including the driver, if these vehicles are occupied by two persons, including the driver.

(b) ~~Notwithstanding subdivision (a), tolls~~ Tolls on the bridges shall be maintained at rates sufficient to meet any ~~obligation~~ covenants or obligations to the holders of bonds secured by the bridge toll revenues, as set forth in any bond resolution ~~in effect on January 1, 1991,~~ or ~~covenants~~ indenture or obligation contained in bonds issued pursuant to the bond resolution or indenture , and the ~~California Transportation Commission~~ authority shall revise or eliminate the reduced-rate toll schedule adopted pursuant to subdivision (a) as necessary to ensure compliance with those covenants and obligations.

(c) The authority may also vary, as it deems advisable, the toll rates applicable to a vehicle operated on the bridges for the carriage of passengers by any municipal or public corporation, transit district, public utility district, political subdivision, or by a transportation company operating under a certificate of public convenience and necessity.

SEC. 54. Section 30890 of the Streets and Highways Code is repealed.

~~30890. At least once each quarter, the department shall deposit the net revenues in the Toll Bridge Revenues Account, which is hereby created, in the State Transportation Fund.~~

~~The funds in the account are hereby continuously appropriated to the Controller, who shall, after deductions for administrative cost incurred pursuant to this section, allocate, at least quarterly, the remaining funds to the commission.~~

SEC. 55. Section 30890 is added to the Streets and Highways Code, to read:

30890. The authority shall transfer the net transit revenues, as defined in Section 30884, to the commission on a regularly scheduled

basis as set forth in the authority's annual budget resolution.

SEC. 56. Section 30891 of the Streets and Highways Code is amended to read:

30891. The commission may retain, for its cost in administering this article, an amount not to exceed one-quarter of 1 percent of the ~~net~~ revenues allocated by it pursuant to Section 30892 and of the ~~net~~ revenues allocated by it pursuant to ~~subdivision (b) of~~ Sections 30913 and ~~30914 and paragraph (4) of subdivision (a) of Section~~ 30914.

SEC. 57. Section 30894 of the Streets and Highways Code is amended to read:

30894. The commission shall adopt and distribute procedures for the submission of applications for funding and allocation of funds. Only those applications for projects ~~which~~ that will implement the commission's ~~capital~~ transit planning objectives in the vicinity of toll bridges as set forth in its adopted regional transportation plan ~~—~~ or the commission's objectives with respect to ferry systems ~~—~~ shall be approved.

SEC. 58. Section 30896 of the Streets and Highways Code is repealed.

~~30896. Nothing in this article shall be construed to prohibit the construction of a new Antioch Bridge pursuant to Section 30762 or of a new Dumbarton Bridge pursuant to Section 30792.2, and the pledge and use of the revenues of other toll bridges in connection with the issuance of revenue bonds to finance such construction if authorized by other provisions of law.~~

~~In such a case, the department shall finance the construction of a new Antioch Bridge or a new Dumbarton Bridge, or both, as the case may be, in such a manner so as to maximize the amount of net revenues for deposit in the Toll Bridge Revenues Account in the State Transportation Fund.~~

SEC. 59. Section 30910 of the Streets and Highways Code is amended to read:

30910. (a) ~~For purposes of this chapter, the~~ The state-owned toll bridges ~~in the region under~~ within the geographic jurisdiction of the Metropolitan Transportation Commission are ~~classified as being in the northern bridge unit or the southern bridge unit.~~

~~(b) The northern bridge unit is comprised of the following bridges, which shall be operated and financed as a single unit~~ the following bridges :

- (1) Antioch Bridge.
- (2) Benicia-Martinez Bridge.
- (3) Carquinez Bridges.
- (4) Dumbarton Bridge.
- (5) Richmond-San Rafael Bridge.

~~(c) The southern bridge unit is comprised of the following bridges, which shall be operated and financed as a single unit.~~

- ~~(1) Dumbarton Bridge.~~
- ~~(2)~~
- (6) San Mateo-Hayward Bridge.
- ~~(3)~~
- (7) San Francisco-Oakland Bay Bridge.

(b) The Antioch Bridge, the Benicia-Martinez Bridge, the Carquinez Bridges, and the Richmond-San Rafael Bridge are at all times classified as the northern bridge unit, and the Dumbarton Bridge, the San Mateo-Hayward Bridge, and the San Francisco-Oakland Bay Bridge are at all times classified as the southern bridge unit. For

purposes of operation, rehabilitation, maintenance, and financing, all of the bridges are classified as a single enterprise.

SEC. 60. Section 30911 of the Streets and Highways Code is repealed.

~~30911. (a) Existing accounts used to record toll bridge revenues and expenditures of the northern bridge unit shall be designated as subaccounts within the San Francisco Bay Bridges Northern Unit Account, which is hereby created in the State Transportation Fund.~~

~~(b) Existing accounts used to record toll bridge revenues and expenditures of the southern bridge unit shall be designated as subaccounts within the San Francisco Bay Bridges Southern Unit Account, which is hereby created in the State Transportation Fund.~~

~~(c) Revenues in each of the accounts created by this section shall be kept segregated and set apart from other funds.~~

~~(d) (1) After the requirements of any bond resolution of the California Transportation Commission for any outstanding revenue bonds have been met, the department shall transfer, at least quarterly, the revenues defined in subdivision (b) of Sections 30913 and 30914, and paragraph (4) of subdivision (a) of Section 30914, to the Toll Bridge Revenues Account in the State Transportation Fund. The funds transferred are hereby continuously appropriated to the Controller, who shall maintain a separate account for the revenues transferred pursuant to each of the subdivisions specified in this subdivision. At least quarterly, after deductions for administrative costs, the Controller shall, subject to the terms and conditions of a bond resolution or indenture adopted or authorized by the commission and approved by the Metropolitan Transportation Commission pursuant to Section 30920, disburse any such funds available to the Metropolitan Transportation Commission which shall expend them for the purposes specified in subdivision (b) of Section 30913 or 30914, or paragraph (4) of subdivision (a) of Section 30914.~~

~~(2) For purposes of paragraph (1), the revenues defined in subdivision (b) of Sections 30913 and 30914 and paragraph (4) of subdivision (a) of Section 30914 include all revenues accruing since January 1, 1989.~~

SEC. 61. Section 30911 is added to the Streets and Highways Code, to read:

30911. (a) The authority shall maintain the Bay Area Toll Account and other subaccounts it deems necessary and appropriate to document toll revenue and operating expenditures in accordance with generally accepted accounting principles.

(b) (1) After the requirements of any bond resolution or indenture of the authority for any outstanding revenue bonds have been met, the authority shall transfer on a regularly scheduled basis as set forth in the authority's annual budget resolution, the revenues defined in subdivision (b) of Section 30913 and Section 30914 to the commission. The funds transferred are continuously appropriated to the commission to expend for the purposes specified in subdivision (b) of Section 30913 and Section 30914.

(2) For the purposes of paragraph (1), the revenues defined in subdivision (b) of Sections 30913 and 30914 include all revenues accruing since January 1, 1989.

SEC. 62. Section 30912 of the Streets and Highways Code is amended to read:

30912. (a) Revenue derived from tolls on all bridges ~~in a bridge unit~~ may be expended ~~on any bridge and its approaches in that unit~~, subject to the adopted annual budget of the authority, for any of the following purposes:

(1) Safety and operational costs, including toll collection

~~and insurance .~~

(2) Costs of bridge construction and improvement projects ~~specified in Sections 30913 and 30914, including debt service and sinking fund payments on bonds to be issued by the California Transportation Commission authority for those projects.~~ The repayment of any advances from other state funds may be made from the toll revenue or bond proceeds. ~~No additional bonds secured by the revenues of any bridge specified in Section 30910 shall be issued without the further approval of the Legislature, except to finance, in whole or in part, the projects authorized by this chapter or to refund bonds issued to finance those projects, if, in the opinion of the California Transportation Commission, a saving in interest costs can be achieved by such refunding.~~

(b) ~~However, the~~ The revenue determined by the authority as derived from the toll increase approved in 1988, and authorized by ~~Sections 30916 and~~ Section 30917 for Class I vehicles on the San Francisco-Oakland Bay Bridge shall be used, to the extent specified in paragraph (4) of subdivision (a) of Section 30914, for the construction of rail extensions specified in Section 30914 or for payment of the principal of, and interest on, bonds issued for those projects, including payments into a sinking fund maintained for that purpose.

(c) Maintenance of the bridges specified in Section 30910 shall be funded in accordance with procedures for funding maintenance of the southern bridge unit during the 1986-87 fiscal year.

SEC. 63. Section 30913 of the Streets and Highways Code is amended to read:

30913. (a) In addition to any other authorized expenditure of toll bridge revenues, the following major projects may be funded from toll revenues ~~of all bridges in the northern bridge unit~~

- (1) Benicia-Martinez Bridge: Widening of the existing bridge.
- (2) Benicia-Martinez Bridge: Construction of an additional span parallel to the existing bridge.
- (3) Carquinez Bridge: Replacement of the existing western span.
- (4) Richmond-San Rafael Bridge: Major rehabilitation of the bridge, and development of a new easterly approach between the toll plaza and Route 80, near Pinole , known as the Richmond Parkway

(b) ~~Notwithstanding Section 30895.5, up to 3 percent of the revenues as derived from the toll increase authorized by Sections 30916 and 30917 on all bridges in the northern bridge unit may be allocated by the Metropolitan Transportation Commission.~~

The toll increase approved in 1988, which authorized a uniform toll of one dollar (\$1.00) for two-axle vehicles on the bridges and corresponding increases for multi-axle vehicles, resulted in the following toll increases for two axle vehicles on the bridges:

Bridge	1988 Increase (Two-axle vehicles)
Antioch Bridge	\$0.50
Benicia-Martinez Bridge	.60
Carquinez Bridge	.60
Dumbarton Bridge	.25
Richmond-San Rafael Bridge	.00
San Francisco-Oakland Bay Bridge	.25

San Mateo-Hayward Bridge

.25

Portions of the 1988 toll increase were dedicated to transit purposes, and these amounts shall be calculated as 2 percent of the revenue generated each year by the collection on all bridges of the base toll at the level established by the 1988 increase. The commission shall allocate one-third of these amounts for transportation projects, other than those specified in Sections 30912, 30913, and 30914, which are designed to reduce vehicular traffic congestion and improve bridge operations on any bridge ~~in that group~~, including, but not limited to, bicycle facilities and for the planning, construction, operation, and acquisition of rapid water transit systems. ~~An additional 2 percent of the revenues derived from the toll increase authorized by Sections 30916 and 30917 shall be allocated by the Metropolitan Transportation Commission and expended~~ The commission shall allocate the remaining two-thirds solely for the planning, construction, operation, and acquisition of rapid water transit systems. The plans for the projects may also be funded by these moneys. ~~This section does not authorize any allocation of funds for any transit project which is inconsistent with or which violates the terms of any bond resolution of the California Transportation Commission pursuant to which bonds are outstanding on the effective date of the act amending this section at the 1989-90 Regular Session.~~

(c) The department shall not include, in the plans for the new Benicia-Martinez Bridge, toll plazas, highways, or other facilities leading to or from the Benicia-Martinez Bridge, any construction ~~which~~ that would result in the net loss of any wetland acreage.

(d) With respect to the Benicia-Martinez and Carquinez Bridges, the department shall consider the potential for rail transit as part of the plans for the new structures specified in paragraphs (2) and (3) of subdivision (a).

(e) At the time the first of the new bridges specified in paragraphs (2) and (3) of subdivision (a) is opened to the public, there shall be a lane for the exclusive use of pedestrians and bicycles available on at least, but not limited to, the original span at Benicia or Carquinez, or the additional or replacement spans planned for those bridges. The design of these bridges shall not preclude the subsequent addition of a lane for the exclusive use of pedestrians and bicycles.

SEC. 64. Section 30914 of the Streets and Highways Code is repealed.

~~30914. (a) In addition to any other authorized expenditures of toll bridge revenues, the following major projects may be funded from toll revenues of all bridges in the southern bridge unit:~~

~~(1) Dumbarton Bridge: Improvement of the western approaches from Route 101 if affected local governments are involved in the planning.~~

~~(2) San Mateo-Hayward Bridge and approaches: Widening of the bridge to six lanes, construction of rail transit capital improvements on the bridge structure, and improvements to the Route 92/Route 880 interchange.~~

~~(3) Construction of West Grand connector or an alternate project designed to provide comparable benefit by reducing vehicular traffic congestion on the eastern approaches to the San Francisco-Oakland Bay Bridge. Affected local governments shall be involved in the planning.~~

~~(4) Not less than 90 percent of the revenues derived from the toll increase for Class I vehicles on the San Francisco-Oakland Bay~~

~~Bridge authorized by Sections 30916 and 30917 shall be used exclusively for rail transit capital improvements designed to reduce vehicular traffic congestion on that bridge.~~

~~(b) Notwithstanding Section 30895.5, up to 3 percent of the revenues derived from the toll increase authorized by Sections 30916 and 30917 on all bridges in the southern bridge unit may be allocated by the Metropolitan Transportation Commission for transportation projects, other than those specified in Sections 30912, 30913, and 30914, which are designed to reduce vehicular traffic congestion on any bridge in that group, including, but not limited to, bicycle facilities and for the planning, construction, operation, and acquisition of rapid water transit systems. An additional 2 percent of the revenues derived from the toll increase authorized by Sections 30916 and 30917 shall be allocated by the Metropolitan Transportation Commission and expended solely for the planning, construction, operation, and acquisition of rapid water transit systems. The plans for the projects may also be funded by those moneys. This section does not authorize any allocation of funds for any transit project which is inconsistent with or which violates the terms of any bond resolution of the California Transportation Commission pursuant to which bonds are outstanding on the effective date of the act amending this section at the 1989-90 Regular Session.~~

~~(c) The department shall report to the Legislature on the structural feasibility of incorporating rail transit on the San Mateo-Hayward Bridge during the preliminary design phase for widening that bridge.~~

SEC. 65. Section 30914 is added to the Streets and Highways Code, to read:

30914. (a) In addition to any other authorized expenditures of toll bridge revenues, the following major projects may be funded from toll revenues of all bridges:

(1) Dumbarton Bridge: Improvement of the western approaches from Route 101 if affected local governments are involved in the planning.

(2) San Mateo-Hayward Bridge and approaches: Widening of the bridge to six lanes, construction of rail transit capital improvements on the bridge structure, and improvements to the Route 92/Route 880 interchange.

(3) Construction of West Grand connector or an alternate project designed to provide comparable benefit by reducing vehicular traffic congestion on the eastern approaches to the San Francisco-Oakland Bay Bridge. Affected local governments shall be involved in the planning.

(4) Not less than 90 percent of the revenues determined by the authority as derived from the toll increase approved in 1988 for Class I vehicles on the San Francisco-Oakland Bay Bridge authorized by Section 30917 shall be used exclusively for rail transit capital improvements designed to reduce vehicular traffic congestion on that bridge. This amount shall be calculated as 21 percent of the revenue generated each year by the collection of the base toll at the level established by the 1988 increase on the San Francisco-Oakland Bay Bridge.

(b) If the voters approve a toll increase in 2004 pursuant to Section 30921, the authority may fund the following major projects that have been determined to reduce congestion or to make improvements to travel in the toll bridge

corridors, from toll revenues of all bridges:

(c) Not less than ___ percent of the revenues generated from the 2004 toll increase shall be made available annually for the purpose

of providing operating assistance for transit services as set forth in the authority's annual budget resolution. The funds shall be made available to the provider of the transit services subject to the performance measures described in Section 30914.5. If the funds cannot be obligated for operating assistance consistent with the performance measures, these funds may be obligated for other purposes consistent with this chapter.

(d) For all projects authorized under subdivision (b), the project sponsor shall submit an initial project report to the authority before July 1, 2004. This report shall include all information required to describe the project in detail, including 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, and a summary of any impediments to the completion of the project. This report, or an updated report, shall include a detailed financial plan and shall notify the authority if the project sponsor will request toll revenue within the subsequent 12 months. The project sponsor shall update this report as needed or requested by the authority or the commission. No funds shall be allocated by the authority or the commission for any project authorized by subdivision (b) until the project sponsor submits the initial project report, and the report is reviewed and approved by the commission.

(e) If a project sponsor cannot meet its performance measures or if the project cannot be completed or cannot continue due to project delivery or financing obstacles making the completion or continuation of the project unrealistic, the commission shall consult with the project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the project. After the hearing, the commission may vote to modify the project's scope, decrease its level of funding, or to reassign all of the funds to another project within the same corridor.

(f) If the voters approve a toll increase in 2004 pursuant to Section 30921, the authority shall within 24 months of the election date, include the projects in its long-range plan that are consistent with the commission's findings required by this section and Section 30914.5. The authority shall update its long-range plan as required to maintain its viability as a strategic plan for funding projects authorized by this section.

SEC. 66. Section 30914.5 is added to the Streets and Highways Code, to read:

30914.5. (a) Prior to the allocation of revenue for transit operating assistance under subdivision (c) of Section 30914, the commission shall adopt performance measures related to fare-box recovery, ridership, and other performance measures as needed.

(b) The commission shall execute an operating agreement with the sponsors of the projects described in subdivision (c) of Section 30914. This agreement 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 revenues or other operating revenues to indicate that the service is viable in the near-term and is expected to meet the adopted performance measures in future years.

(c) Prior to the annual allocation of transit operating assistance funds by the commission pursuant to subdivision (c) of Section 30914, project sponsors shall present an annual report to the commission that contains an audit opinion on the status and cost of the project and its compliance with the performance measures.

SEC. 67. Section 30915 of the Streets and Highways Code is amended to read:

30915. With respect to all construction and improvement projects

specified in Sections 30913 and 30914, *project sponsors and the department shall seek funding from all other potential sources, including, but not limited to, the State Highway Account and federal matching funds. The project sponsors and department shall report to the authority concerning the funds obtained under this section.*

SEC. 68. Section 30916 of the Streets and Highways Code is amended to read:

30916. (a) ~~Not later than 60 days after the effective date of the amendments made to this section by Senate Bill 47 of the 1997-98 Regular Session, tolls on~~ *The base toll rate for vehicles crossing the state-owned toll bridges within the geographic jurisdiction of the ~~Metropolitan Transportation Commission are as~~ commission as of January 1, 2003, is as follows:*

Number of Axles	Toll
Two axles	\$ 1.00
Three axles	3.00
Four axles	5.25
Five axles	8.25
Six axles	9.00
Seven axles & more	10.50

(b) *If the voters approve a toll increase in 2004, pursuant to Section 30921, commencing July 1, 2004, the base toll rate for vehicles crossing the bridges described in subdivision (a) is as follows:*

Number of axles	Toll
Two axles	\$ 2.00
Three axles	4.00
Four axles	6.25
Five axles	7.25
Six Axles	10.00
Seven axles & more	11.50

(c) *The authority shall increase the amount of the toll if required to meet its obligations on any bonds or to satisfy its covenants under any bond resolution or indenture. The authority shall hold a public hearing before adopting a toll schedule reflecting the increased toll charge.*

(d) *Nothing in this section shall be construed to prohibit the adoption of either a discounted commute rate for two-axle vehicles or of special provisions for high-occupancy vehicles under terms and conditions prescribed by the ~~Metropolitan Transportation Commission~~ authority in consultation with the department .*

SEC. 69. Section 30917 of the Streets and Highways Code is repealed.

~~30917. (a) The tolls on any of the bridges specified in Section 30910 shall not be increased prior to the availability of the results of a special election to be held in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Solano to determine whether the residents of those counties approve a uniform toll of one dollar (\$1) for Class I vehicles. The revenue derived from the toll increase shall be used~~

~~to finance capital outlay for bridge construction and major bridge improvement projects as is fiscally practicable. Not less than 90 percent of the increase in revenue derived only from the Class I vehicles on the San Francisco Oakland Bay Bridge shall be used to finance rail extensions and improvement projects designed to reduce vehicular traffic congestion on that bridge and its approaches, as specified in Section 30914.~~

~~(b) Notwithstanding any provision of the Elections Code, the board of supervisors of each of the counties and the city and county specified in subdivision (a) shall call a special election to be conducted in each of those counties and the city and county, which shall be consolidated with the November 8, 1988, general election. The following question shall be presented to the voters of each of the counties as Regional Measure 1, to be stated in the ballot separately from state and local measures:~~

~~"Shall the California Transportation Commission and the Metropolitan Transportation Commission be authorized to undertake a revenue bond program to finance major bridge improvements, the construction of new bridges, and mass transit extensions designed to reduce bridge traffic in the bay area, to be financed by bridge tolls which shall not exceed one dollar (\$1) for passenger vehicles?"~~

~~(c) The results of the special election shall be reported by the county clerks to the California Transportation Commission and the Metropolitan Transportation Commission. If a majority of all of the voters voting on the question at the special election vote affirmatively, the California Transportation Commission shall adopt the toll schedule proposed by the Metropolitan Transportation Commission which shall become effective January 1, 1989.~~

~~(d) If a majority of all of the voters voting on the question at the special election vote negatively, this chapter shall be repealed on the day following the day on which the election results are certified.~~

~~(e) Except as provided in Section 30918, the toll rates contained in a toll schedule adopted by the California Transportation Commission pursuant to this section shall not be changed without further authorization by the Legislature.~~

SEC. 70. Section 30917 is added to the Streets and Highways Code, to read:

30917. Pursuant to a special election in 1988 held in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Solano, the voters approved a uniform toll charge of one dollar (\$1) for Class I vehicles crossing the state-owned toll bridges within the geographic jurisdiction of the commission. Except as provided in Section 30914, the revenue derived from that toll increase shall be used to finance capital outlay for bridge construction and major bridge improvements as is fiscally practicable.

SEC. 71. Section 30918 of the Streets and Highways Code is amended to read:

30918. ~~(a)~~ It is the intention of the Legislature to maintain tolls on all of the bridges specified in Section 30910 at rates sufficient to meet any obligation to the holders of bonds secured by the bridge toll revenues. The ~~California Transportation Commission~~ authority shall retain authority to set the toll schedule ~~only~~ as may be necessary to meet those bond obligations and to satisfy its covenants under any bond resolution or indenture

~~(b) Nothing in this chapter shall be construed to prevent the California Transportation Commission from complying with the~~

~~provisions of any bond resolution in effect on July 1, 1988.~~

SEC. 72. Section 30919 of the Streets and Highways Code is amended to read:

30919. (a) Consistent with its adopted regional transportation plan, after the requirements for debt service on the outstanding toll bridge revenue bonds have been met, the ~~Metropolitan Transportation Commission~~ *commission* shall allocate the revenues identified in subdivision (b) of ~~Sections~~ *Section* 30913 ~~and 30914~~ to eligible public entities and to the department.

(b) The revenues expended pursuant to paragraph (4) of subdivision (a) of Section 30914 shall be expended on rail extension and improvement projects designed to reduce vehicular traffic congestion on the San Francisco-Oakland Bay Bridge. Seventy percent of the revenues shall be expended on rail extensions and improvement projects in the Counties of Alameda and Contra Costa, including, but not limited to, extending the regional rail system in the Concord-Antioch, Fremont-San Jose, and the Bayfair-Livermore rail transit corridors. The remaining 30 percent shall be expended on rail extensions and improvement projects in the City and County of San Francisco and the Counties of San Mateo and Santa Clara.

(c) ~~The department shall update the "point of origin" study related to the Eastbay/Westbay origin of commute trips on the San Francisco-Oakland Bay Bridge and report its findings to the Legislature by January 1, 1990.~~ *commission may commit to multi-year allocations and expenditures for projects over extended time periods to maximize funding opportunities and project progress*

SEC. 73. Section 30920 of the Streets and Highways Code is amended to read:

30920. ~~(a) The California Transportation Commission~~ *authority* may ~~, notwithstanding subdivision (c) of Section 30102.5,~~ issue toll bridge revenue bonds ~~under the California Toll Bridge Authority Act (Chapter 1 (commencing with Section 30000) of Division 17)~~ to finance any or all of the projects, including those specified in Sections 30913 and 30914, if the issuance of the bonds does not adversely affect the minimum amount of toll revenue proceeds designated in Sections 30913 and 30914 for rail extension and improvement projects and transit projects to reduce vehicular traffic. A determination of the ~~California Transportation Commission~~ *authority* that a specific project or projects shall have no adverse effect will be binding and conclusive in all respects.

~~(b) (1) The Metropolitan Transportation Commission may, notwithstanding subdivision (c) of Section 30102.5, request the California Transportation Commission to issue bonds to finance the rail extension and improvement projects specified in subdivision (b) of Section 30913 and in paragraph (4) of subdivision (a) of, and subdivision (b) of, Section 30914. The expenses of issuance of the bonds, including, but not limited to, fees of financial and other consultants, bond counsel, printing, and personnel costs, the cost of insurance, and all other costs required only to comply with the requirements of the resolution authorizing the issuance of these bonds, may be either paid from bond proceeds or from any revenues available to the Metropolitan Transportation Commission for that purpose.~~

~~(2) The Metropolitan Transportation Commission may, in its~~

~~discretion, request the Controller to allocate all or a portion of the funds in the accounts described in subdivision (d) of Section 30911 in accordance with, and subject to the terms and conditions of, a bond resolution or indenture adopted or authorized by the California Transportation Commission and approved by the Metropolitan Transportation Commission. The Metropolitan Transportation Commission, following a request to the Controller and approval of the bond resolution or indenture of the California Transportation Commission, shall be subject to the terms and conditions of the bond resolution or indenture and the Controller shall only allocate all or a portion of the funds described in subdivision (d) of Section 30911 in a manner fully consistent with the terms and conditions of the bond resolution or indenture. The bonds may be issued pursuant to the California Toll Bridge Authority Act. The California Transportation Commission, upon the approval of the Metropolitan Transportation Commission, may request a loan from the Pooled Money Investment Account in accordance with, and subject to the terms and conditions of, Sections 16312 and 16313 of the Government Code.~~

~~(c) The California Transportation Commission shall authorize the issuance of bonds requested by the Metropolitan Transportation Commission pursuant to paragraph (1) of subdivision (b).~~

SEC. 74. Section 30921 of the Streets and Highways Code is repealed.

~~30921. (a) The department shall prepare, or cause to be prepared, a detailed traffic engineering study which evaluates the existing bridge and approach limits of the seven bridges specified in Section 30910. The study shall include an evaluation of the ability of those approaches to accommodate the carrying capacity of those bridges, including any planned lane additions identified by the department pursuant to Senate Resolution 46 of the 1985-86 Regular Session.~~

~~(b) As part of its plans for constructing a new bridge or bridge widening in the San Francisco Bay area, the department shall include an evaluation of whether there will be a balanced design between the bridge and its approaches as a result of the construction.~~

~~(c) The department shall transmit the results of its study to the Legislature by January 1, 1990, and, as part of that transmittal, shall include its recommendations for mitigating any problems identified as part of the study.~~

SEC. 75. Section 30921 is added to the Streets and Highways Code, to read:

30921. (a) The toll rate for vehicles crossing the bridges described in Section 30916 shall not be increased to the rate described in subdivision (b) of Section 30916 prior to the availability of the results of a special election to be held in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Solano to determine whether the residents of those counties and of the City and County of San Francisco approve a toll increase in the amount of one dollar (\$1) per vehicle. The revenue derived from this toll increase shall be used to finance capital outlay for construction improvements, the acquisition of transit vehicles, transit operating assistance, and other improvement projects to reduce congestion and to improve travel options on the bridge corridors as is fiscally practicable.

(b) Notwithstanding any provision of the Elections Code, the board of supervisors of the City and County of San Francisco and of each of the counties described in subdivision (a) shall call a special election to be conducted in the City and County of San Francisco and in each of the counties that shall be consolidated with the March 2, 2004, primary election. The following question shall be submitted to the voters as Regional Measure 2 and stated separately in the ballot

from state and local measures:

"To reduce traffic congestion and to improve transit options across the San Francisco Bay, shall the Bay Area Toll Authority be authorized to undertake a revenue bond program to finance transportation congestion relief projects, including the construction of improvements to the corridors of bridges crossing the bay and mass transit projects, to be financed by tolls on those bridges that shall include an increase not to exceed one dollar (\$1) per vehicle of the current base toll rate?"

(c) The county clerks shall report the results of the special election to the authority. If a majority of all voters voting on the question at the special election vote affirmatively, the authority shall adopt the increased toll schedule to be effective July 1, 2004.

(d) If a majority of all the voters voting on the question at the special election do not approve the toll increase, the authority may by resolution resubmit the measure to the voters at a subsequent general election. If a majority of all of the voters vote affirmatively on the measure, the authority may adopt the toll increase and establish its effective date.

(e) Nothing in this section affects the ability of the authority to establish tolls pursuant to Section 30918.

SEC. 76. Section 30922 is added to the Streets and Highways Code, to read:

30922. Any action or proceeding to contest, question, or deny the validity of the toll increase provided for in this chapter, the financing of the transportation program contemplated by this chapter, the issuance of any bonds secured by those tolls, or any of the proceedings in relation thereto, shall be commenced within 60 days from the date of the election at which the toll increase is approved.

After that date, the financing of the program, the issuance of the bonds, and all proceedings in relation thereto, including the adoption, approval, and collection of the toll increase, shall be held valid and incontestable in every respect.

SEC. 77. Section 30950 of the Streets and Highways Code is amended to read:

30950. For the purposes of this chapter, Chapter 4 (commencing with Section 30910), and Chapter 4.5 (commencing with Section 31000), "the authority" is the ~~Metropolitan Transportation Commission and the~~ Bay Area Toll Authority, which is hereby created ~~, and is the same as~~

. The authority is a public instrumentality governed by the same board as that governing the Metropolitan Transportation Commission. The authority is, however, a separate entity from the Metropolitan Transportation Commission.

SEC. 78. Section 30950.1 of the Streets and Highways Code is amended to read:

30950.1. The authority shall adopt an annual budget. *While meeting as commissioners of the authority, the members of the Metropolitan Transportation Commission shall be compensated as determined by the authority and shall be reimbursed for necessary and reasonable expenses incurred in connection with performing authority duties as authorized by the authority. The authority shall pay all costs required by this section .*

SEC. 79. Section 30950.2 of the Streets and Highways Code is amended to read:

30950.2. The authority is responsible for the programming, administration, and allocation of all toll revenues, except revenues from the seismic retrofit surcharge, from state-owned toll bridges within the geographic jurisdiction of the Metropolitan

Transportation Commission. After completion of the seismic projects and payment or provision for the payment of all bonds issued for the seismic projects, the authority may assume responsibility for the programming, administration, and allocation of the revenue derived from the seismic retrofit surcharge.

SEC. 80. Section 30950.3 of the Streets and Highways Code is amended to read:

30950.3. (a) The authority ~~, with the concurrence of the department,~~ shall prepare ~~and~~ , adopt , and from time to time revise, a long-range plan for the completion of all projects ~~identified in subdivisions (a), (c), and (d) of Section 30913 and in subdivision (a) of Section 30914~~ .

(b) The authority shall not allocate any toll revenues for any capital improvement projects, except those projects included in the long-range plan required under subdivision (a) and those projects funded pursuant to Article 3.5 (commencing with Section 30880) of Chapter 3.

(c) The authority shall give first priority to projects and expenditures that are deemed necessary by the department to preserve and protect the bridge structures.

SEC. 81. Section 30950.4 of the Streets and Highways Code is amended to read:

30950.4. All authority of the ~~commission~~ California Transportation Commission as to the Bay Area bridges ~~described in Section 30910~~ is transferred to the authority ~~, except as expressly provided in this chapter~~ .

SEC. 82. Section 30951 of the Streets and Highways Code is repealed.

~~30951. Subject to the defeasance of all outstanding bonds issued by the commission pledging revenues for any of the bridges identified in Section 30910, control of all revenues from all of the bridges identified in Section 30910 shall be transferred to the authority for administration. The commission shall cooperate with the authority in providing for the defeasance of those outstanding bonds not later than April 1, 1998.~~

SEC. 83. Section 30951 is added to the Streets and Highways Code, to read:

30951. The authority is authorized in its own name to do all acts necessary or convenient for the exercise of its powers under this division and the financing of projects, including, but not limited to, the following:

- (a) To make and enter into contracts.
- (b) To employ agents or employees.
- (c) To acquire, construct, manage, maintain, lease, or operate any public facility or improvements.
- (d) To sue and be sued in its own name.
- (e) To issue bonds and otherwise to incur debts, liabilities, or obligations.
- (f) To apply for, accept, receive, and disburse grants, loans, and other assistance from any agency of the United States of America or of the State of California.
- (g) To invest any money not required for the immediate necessities of the authority, as the authority determines is advisable.
- (h) To apply for letters of credit or other forms of financial guarantees in order to secure the repayment of bonds and to enter into agreements in connection with those letters of credit or financial guarantees.

SEC. 84. Section 30953 of the Streets and Highways Code is amended

to read:

30953. ~~(a)~~ Except for the revenues from the seismic retrofit surcharge, toll revenues and all other income derived from bridges pursuant to Chapter 4 (commencing with Section 30910) shall be deposited in the Bay Area Toll Account, which is hereby created.

~~(b) On or before July 1, 1998, the department shall transfer to the Bay Area Toll Account all revenues and existing fund balances collected on or before that date on the bridges that are subject to Chapter 4 (commencing with Section 30910).~~

SEC. 85. Section 30956 of the Streets and Highways Code is repealed.

~~30956. Maintenance of the bridges described in Section 30910 shall continue to be funded by the state in accordance with procedures for funding maintenance of those bridges during the 1986-87 fiscal year. The state, acting through the department, shall continue to pay for the maintenance of the bridges pursuant to Section 188.4.~~

SEC. 86. Section 30958 of the Streets and Highways Code is amended to read:

30958. After payments for debt service on outstanding bonds, and the costs for the operation and maintenance expenses set forth in Section 30952 are provided for, the authority may retain, for its cost in administering this article, an amount not to exceed 1 percent of the gross annual bridge revenues ~~collected from tolls annually on the bridges~~.

SEC. 87. Section 30960 of the Streets and Highways Code is amended to read:

30960. (a) The authority may issue both defeasance and future capital project bonds payable from the revenues of the tolls imposed on the bridges described in Section 30910. The bonds or commercial paper may be issued by the authority at any time, and from time to time, payable from the revenues from the tolls. The bonds or commercial paper shall be referred to as "toll bridge revenue bonds."

(b) The revenues from the tolls on the bridges described in Section 30910 shall be subject to a statutory lien in favor of the bondholders to secure all amounts due on the bonds and in favor of any provider of credit enhancement for the bonds to secure all amounts due to that provider with respect to those bonds, and the lien shall immediately attach to those toll revenues and be effective, binding, and enforceable against the authority, its successors, creditors, and all others asserting rights therein, irrespective of whether those parties have notice of the lien and without the need for any physical delivery, recordation, filing, or further act, and the toll revenues shall remain subject to that lien until all bonds are paid in full or provision made therefor, and the bridges shall not become toll-free prior to that time.

(c) The liens on toll revenues created by this chapter shall be subject to expenditures for operation and maintenance of the bridges ~~and to expenses related to the~~, including toll collection ~~of tolls~~, unless those expenditures are otherwise provided for by statute.

(d) Interest on any bonds issued pursuant to this chapter shall at all times be free from state personal income tax and corporate income tax.

~~(e) The Treasurer shall serve as agent for sale of the bonds or commercial paper, or both, of the authority in accordance with Chapter 9 (commencing with Section 5700) of Division 6 of Title 1 of~~

~~the Government Code and, in his or her discretion, may serve as trustee or fiscal agent for these bonds or commercial paper, or both.~~

SEC. 88. Section 30961 of the Streets and Highways Code is amended to read:

30961. Toll bridge revenue bonds shall be issued pursuant to a resolution adopted at any time, and from time to time, by the authority by a majority vote of all members of the authority.

(a) The authority may from time to time issue bonds in accordance with the Revenue Bond Law of 1941 (Chapter 6 (commencing with Section 54300) of Part 1 of Division 2 of Title 5 of the Government Code), for the purpose of constructing, improving, or equipping any of the bridges or for any of the purposes authorized by this chapter, Chapter 4 (commencing with Section 30910), or Chapter 4.5 (commencing with Section 31000). Operation of the bridges or any grouping or units thereof shall constitute an "enterprise" within the meaning of Section 54309 of the Government Code, and the authority shall constitute a "local agency" within the meaning of Section 54307 of the Government Code. Article 3 (commencing with Section 54380) of Chapter 6 of Part 1 of Division 2 of Title 5 of the Government Code shall not apply to the issuance and sale of bonds pursuant to this chapter. Instead, the authority shall authorize the issuance of bonds by resolution, and that resolution shall specify all of the following:

(1) The purposes for which the bonds are to be issued.

(2) The maximum principal amount of the bonds.

(3) The maximum term for the bonds or commercial paper.

(4) The maximum rate of interest to be payable upon the bonds or commercial paper. That interest rate shall not exceed the maximum rate specified in Section 53531 of the Government Code. The rate may be either fixed or variable and shall be payable at the times and in the manner specified in the resolution.

(b) The authority shall keep full ~~—~~ and complete ~~—, and separate~~ accounts ~~of~~

~~each~~ for toll bridge

revenues and expenses of the toll bridges and shall annually prepare balance sheets ~~and income and profit and loss statements~~ showing the financial condition of ~~each~~

the entire toll bridge enterprise as well as toll revenues and operating costs for each toll bridge. The accounts and related reports shall be maintained and prepared in accordance with generally accepted accounting practices and shall be subject to an annual audit conducted by an independent certified public accountancy firm licensed to practice in the state .

SEC. 89. Section 31000 of the Streets and Highways Code is amended to read:

31000. The following definitions apply for purposes of this chapter:

(a) "Account" means the Toll Bridge Seismic Retrofit Account created pursuant to Section 188.10.

(b) "Amenities" means any of the following:

(1) A cable suspension bridge.

(2) A bicycle facility.

(3) A transbay terminal.

(c) "Authority" means the Bay Area Toll Authority.

(d) "Bay area bridges" means the state-owned toll bridges ~~in the region~~ within the area of the geographic jurisdiction of the Metropolitan Transportation Commission.

(e) "Department" means the Department of Transportation.

(f) "Seismic retrofit" means all work completed by the department

on the bay area bridges relating to the planning, design, and construction of improvements to, or replacement of, those bridges for the purpose of withstanding seismic forces, including, but not limited to, any environmental or traffic mitigation necessary for that work.

(g) "Surcharge" means the seismic retrofit surcharge imposed pursuant to Section 31010.

SEC. 90. Section 31010 of the Streets and Highways Code is amended to read:

31010. (a) There is hereby imposed a seismic retrofit surcharge equal to one dollar (\$1) per vehicle for passage on the bay area bridges, except for vehicles that are authorized toll-free passage on these bridges.

(b) Funds generated by subdivision (a) may not be used to repay nontoll revenues committed to fund projects identified in paragraph (2) of subdivision (a) of Section 188.5. Following the date of the submission of the final report required in subdivision (d) of Section 188.5, funds generated pursuant to subdivision (a) that are in excess of those needed to meet the toll commitment as specified by paragraph (4) of subdivision (b) of Section 188.5, including annual debt service payments, if any, required to support the commitment, and other elements required to meet the obligations of the department's financing plan, shall be available to the authority for funding, consistent with Sections 30913 and 30914, the purposes and projects described in those sections. The department shall transfer to the authority on an annual basis the funds made available to the authority under this subdivision ~~upon receiving notification from the authority that the governing board of the authority has passed a resolution, by majority vote, requesting that transfer~~

(c) There shall be no increase in ~~tolls~~ the seismic retrofit surcharge beyond the level identified in subdivision (a) for the purposes identified in paragraph (4) of subdivision (a) of Section 188.5, except that the department shall have the authority to increase the seismic retrofit surcharge for debt service purposes only if the bank finds and the Department of Finance confirms that both of the following apply:

(1) Extraordinary circumstances exist that jeopardize the payment of debt service for which toll revenues are authorized, and all other financial resources for meeting toll commitments have been exhausted.

(2) Bonds issued under Chapter 4.3 (commencing with Section 30950) shall not be impaired solely by action taken under this section, as evidenced by confirmation of the then existing ratings on those bonds, by the rating agencies then rating the bonds.

(d) The ~~department shall extend the~~ term of the financing plan developed by the department under Section 31071, for the purposes of funding the projects described in Sections 30913 and 30914, is extended for a period of ~~not more than~~ 30 years commencing on January 1, 2008

~~, if both of the following conditions apply:~~

~~(1) The authority submits a request for the extension to the department on or before October 15, 2001, or on a later date requested by the authority and approved by the director.~~

~~(2) The Director of Transportation determines that the extension would satisfy the financial requirements of the federal Department of Transportation.~~

(e) This section shall remain in effect only until the date that the California Transportation Commission notifies the Secretary of State that sufficient funds have been generated to meet the

obligations identified in paragraph (4) of subdivision (b) of Section 188.5, and repayment of any outstanding debt secured by tolls, and as of that date is repealed. The California Transportation Commission shall provide the notice described in this subdivision upon making the determination set forth in this subdivision.

SEC. 91. Section 5205.5 of the Vehicle Code is amended to read:

5205.5. (a) For the purposes of implementing Section 21655.9, beginning July 1, 2000, and through December 31, 2003, the department, in consultation with the Department of the California Highway Patrol, shall make available for issuance, for a fee determined by the department to be sufficient to reimburse the department for actual costs incurred pursuant to this section, distinctive decals, labels, or other identifiers for vehicles that meet California's ultra-low emission vehicle (ULEV) standard for exhaust emissions and the federal ILEV evaporative emission standard, as defined in Part 88 (commencing with Section 88.101-94) of Title 40 of the Code of Federal Regulations, in a manner that clearly distinguishes them from other vehicles.

(b) For the purposes of implementing Section 21655.9, beginning January 1, 2004, and through December 31, 2007, the department shall make available for issuance, for a fee determined by the department to be sufficient to reimburse the department for actual costs incurred pursuant to this section, distinctive decals, labels, and other identifiers for vehicles that meet California's super ultra-low emission vehicle (SULEV) standard for exhaust emissions and the federal inherently low-emission vehicle (ILEV) evaporative emission standard, as defined in Part 88 (commencing with Section 88.101-94) of Title 40 of the Code of Federal Regulations, in a manner that clearly distinguishes them from other vehicles.

(c) The department shall include a summary of the provisions of this section on each motor vehicle registration renewal notice, or on a separate insert, if space is available and the summary can be included without incurring additional printing or postage costs.

(d) The Governor may remove individual high-occupancy vehicle (HOV) lanes, or portions of those lanes, during periods of peak congestion from the ILEV access provisions provided in subdivisions (a) and (b), following a finding by the Department of Transportation as follows:

(1) The lane, or portion thereof, exceeds a level of service C, as discussed in subdivision (b) of Section 65089 of the Government Code.

(2) The operation or projected operation of the vehicles described in subdivisions (a) and (b) in these lanes, or portions thereof, will significantly increase congestion.

The finding also shall demonstrate the infeasibility of alleviating the congestion by other means, including, but not limited to, reducing the use of the lane by noneligible vehicles, further increasing vehicle occupancy, or adding additional capacity.

(e) For purposes of subdivisions (a) and (b), the Department of the California Highway Patrol shall design and specify the placement of the decal, label, or other identifier on the vehicle. Each decal, label, or other identifier issued for a vehicle shall display a unique number, which number shall be printed on, or affixed to, the vehicle registration.

(f) If the Metropolitan Transportation Commission, serving as the Bay Area Toll Authority, grants toll-free and reduced-rate passage on toll bridges under its jurisdiction to any vehicle pursuant to Section ~~30101.8~~ 30102.5 of the Streets and Highways Code, it shall also grant the same toll-free and reduced-rate passage to vehicles displaying a valid ULEV or SULEV

identifier issued by the department pursuant to subdivisions (a) and (b).

(g) This section shall remain in effect only until January 1, 2008, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2008, deletes or extends that date.

SEC. 92. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.



DATE: March 4, 2003
TO: STA Board
FROM: Dan Christians, Assist. Exec. Director/Director of Planning
RE: 2003 Tranny Award Nomination for the Solano Comprehensive Transportation Plan

Background:

Each year the California Transportation Foundation (CTF) awards "Trannys" at an annual dinner and awards ceremony held in Sacramento. These awards recognize the best transportation projects, programs, organizations and individuals throughout California.

In past years STA and its member agencies have been successful in receiving Tranny awards for the Jepson Parkway Concept Plan, the SolanoLinks Transit Consortium, the Fairfield Transportation Center and the Solano Transportation Plan (prepared for the Measure F Advisory Measure).

Discussion:

This year STA staff has developed a nomination for the Solano Comprehensive Transportation Plan (see Attachment A). The nomination is proposed under the "Program: Community Awareness" category because of the extensive public outreach conducted by the STA and its multi modal subcommittees throughout the 2-year planning process.

If awarded a 2003 Tranny, STA Board members, staff and consultants would be invited to receive the award at a banquet to be held in the Sacramento Grand Ballroom, 7th and J Streets, on May 21, 2003.

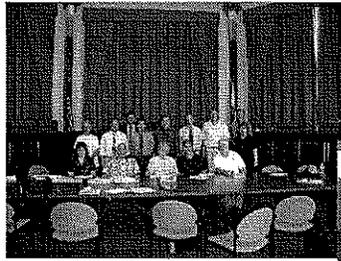
Recommendation:

Authorize the Executive Director to submit a 2003 Tranny nomination to the California Transportation Foundation for the Solano Comprehensive Transportation Plan.

Attachments-

A. 2003 Tranny Nomination for the Solano Comprehensive Transportation Plan

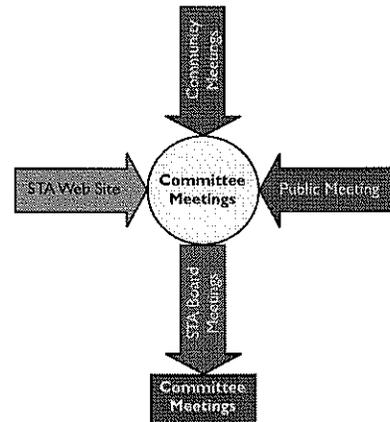
2003 Tranny Award Nomination



Committee Structure



Community Input Process



NOMINATION CATEGORY - Program: Community Awareness

NAME OF NOMINATION - Solano Comprehensive Transportation Plan (CTP)
Solano Transportation Authority

NOMINATOR - Daryl K. Halls, Executive Director
Solano Transportation Authority (STA)
One Harbor Center, Suite 130
Suisun City, CA 94585
707.424.6075

CONTACT PERSON - Dan Christians, Assistant Exec. Director/Dir. of Planning
Solano Transportation Authority (STA)
One Harbor Center, Suite 130
Suisun City, CA 94585
707.424.6006

SUMMARY STATEMENT ABOUT NOMINATION In 2000-01, the Solano Transportation began development of the Solano Comprehensive Transportation Plan. This is the first multi-modal countywide transportation plan prepared for Solano County. It consists of a summary CTP Element, Arterials, Highways and Freeways Element, Intercity Transit Element and the Alternative Modes Element. In a collaborative effort between the STA, its eight member agencies, Caltrans, and the Metropolitan Transportation Commission, substantial efforts were made in various media to obtain community awareness and input from the public and various partner agencies. These early and very sustained public outreach and community awareness effort was the key to success for a very well received plan when it was adopted by the STA Board in May 2002.

This is one of the first countywide transportation plans in the state that, in addition to having very complete proposed roadway, bus, ferry, rail and express bus systems, included an alternative modes element identifying and integrating into the transportation plan long range programs for livable communities, ridesharing, and clean fuels infrastructure.

WHO WOULD SHARE IN THE RECOGNITION:

Solano Transportation Authority Board of Directors

Jim Spering, Chair, City of Suisun City
Karin MacMillan, Vice Chair, City of Fairfield
Pierre Bidou, City of Benicia
Mary Ann Courville, City of Dixon

Marci Coglianese, City of Rio Vista
John Silva, Solano County
Len Augustine, City of Vacaville
Dan Donahue, City of Vallejo

Solano Transportation Authority Staff
CTP Consultants Team

DESCRIPTION OF NOMINATION A substantial community awareness and public outreach program was one of the major reasons why this plan was so successful. Besides being a very technically sound document, it fully reflects the diverse needs and desires of the residents of Solano County.

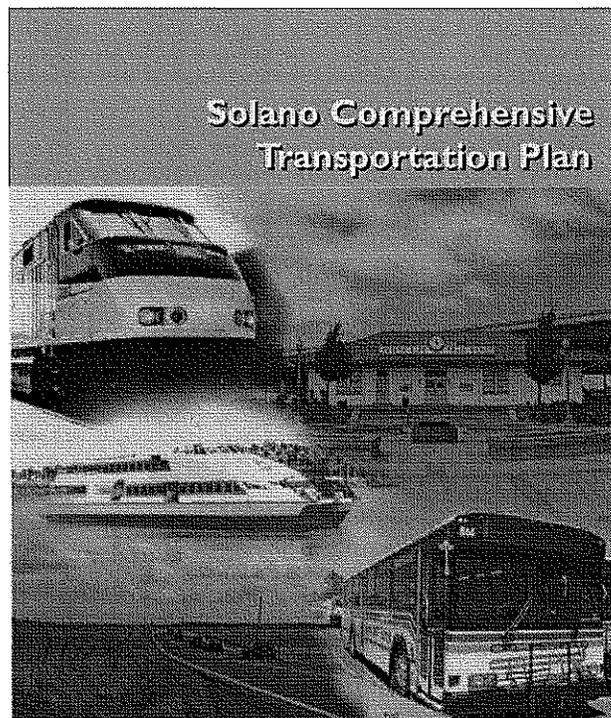
In fall of 2000, community input events were held in each of the seven cities in Solano County. Presentations were made at each City Council and Board of Supervisors meeting. The public was invited to participate workshop in their respective communities. Block ads were published in all six local newspapers approximately two weeks before each input meeting. Invitations to community groups, chambers of commerce, homeowner's associations and STA citizen's committees were sent out to the general public and community leaders. STA released cable TV spots, published press releases for each event and prepared an informative brochure identifying the date and location of each workshop. Approximately 200 individuals attended these meetings and commented over a period of three months. Detailed comments were taken and written responses made to each one.

Each workshop included the STA Board Member from that jurisdiction hosting the event with STA staff and local and state agency staff present to answer questions in an informal setting. Presentations included an approximately 45-minute Power Point along with map displays and handouts on the current and planned transportation projects and services. After the formal presentation, the public was invited to meet with elected officials and staff at tables set up to discuss roads, transit and alternative modes. The public was invited to provide input on the transportation plan either at the meeting, by post card or e-mail to a special STA web site page set up for this planning process.

During the very detailed data collection phase, the STA met with all member agencies, Caltrans, air districts, business groups, the technical advisory committee, bicycle advisory committee and Solano Paratransit Coordinating Council to obtain a complete set of transportation needs for all modes in Solano County. These needs were fully mapped, compiled, summarized and became a major component of the plan.

In addition to providing regular updates to the STA Board, four Board Committees were formed under the Steering Committee (responsible for public outreach and plan coordination): Arterial, Highways, Freeways Subcommittee; Transit Subcommittee, and Alternative Modes Subcommittee). Each of these subcommittees held regular public meetings on each of the elements. Members of the public regularly attended along with elected officials, staff and partner agencies. These committees met approximately 30 times over the two year planning process and were instrumental in developing the policies, proposed needs analysis, projects and funding needs incorporated into this very dynamic plan. During February through May 2002, the same public input process was repeated for review and comments on the Draft CTP in each of the seven cities. Ultimately the plan was adopted with no public controversy or opposition. The plan has been instrumental in establishing a long range transportation vision for the residents and communities of Solano County for the next 20 years.

A COPY OF THE PLAN IS ENCLOSED





DATE: March 4, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Revised 5-Year Bicycle/Pedestrian Plan and TDA Article 3 Claims
for 2003-04

Background:

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

The STA's Bicycle Advisory Committee (BAC) is required by MTC to review TDA Article 3 applications and make recommendations to the STA Board of Directors for approval. BAC members are nominated by and represent each of the seven cities and the County of Solano (plus one member at large) and appointed by the STA Board. To assist the BAC in its recommendation, a 5-Year TDA Article 3 Bicycle/Pedestrian Plan was established to prioritize projects that will require funding in the next five years. The BAC annually updates the 5-Year Plan to add or remove bicycle/pedestrian projects from the list.

The 5-Year Plan is based on an annual estimated allocation of \$230,000 and projects must be consistent with the Countywide Bicycle Plan, the Countywide Pedestrian/Trails Plan, and/or the Alternative Modes Element of the Comprehensive Transportation Plan.

Discussion:

In January 2003, the STA Board issued a call for projects to update last year's 5-Year TDA Article 3 Bicycle/Pedestrian Plan (referred to as the 5-Year Plan) and to allocate \$310,000 of funding that is now available for 2003-04. Since then, the Cities of Benicia, Suisun, Vacaville, Rio Vista and the County of Solano submitted proposed new or revised TDA Article 3 projects for the 5-Year Plan. These new projects are in addition to or revised projects contained in the 5-Year Plan approved by the STA Board last year (see Attachment A). On February 6, 2003 the BAC met and reviewed the submitted requests and recommended the 5-Year Plan be updated to include the following additions:

(2003-04)

- Solano County's Dixon to Davis Bike Route project to receive \$73,500
- City of Suisun City's Central County Bikeway project (Marina Blvd to Amtrak Station) to receive \$25,000

(2004-05)

- Revise the City of Vacaville's Ulatis Creek projects to reflect more detailed project segments (listed as segments A and B). No new funds were needed for this request.
- Revise the Solano County's bridge replacement project allocation by shifting funding from the Suisun Valley Road Bridge at Suisun Creek (No.23C-77) to a different bridge on Suisun Valley Road at Suisun Creek (No. 23C-76) because environmental delays at bridge No.23C-77. No additional funding needed for this request.

(2007-08)

- City of Rio Vista's Class 1 Bike Route project to receive \$100,000
- Solano County's Suisun Valley Road Bridge (No.23C-77) Improvement project to receive \$80,000
- City of Vacaville's Ulatis Creek Class 1 Bike Path (segment C) to receive \$75,000

On February 19, 2003, the STA Technical Advisory Committee unanimously supported the updated 5-Year plan and the recommended TDA Article 3 claims for 2003-04 as reviewed and supported by the STA's BAC.

Upon approval of the 5-Year TDA Article 3 Bicycle/Pedestrian Plan, projects listed in Year 1 of the plan are eligible to submit a TDA Article 3 Claim for funding reimbursement in the amount approved in the 2003-04 funding cycle. See attached TDA Article 3 summary sheets (Attachment B) for more details regarding proposed projects to be claimed for 2003-04.

Recommendation:

Approve the following:

- 1) The 5-Year TDA Article 3 Bicycle/Pedestrian Plan for 2003-2008; and
- 2) TDA Article 3 claims for projects listed for 2003-04 in the 5-Year Bicycle/Pedestrian Plan and submit to MTC as follows:

A.	City of Benicia	Park Road Bicycle/Pedestrian Improvements.	\$160,000
B.	County of Solano	Dixon to Davis Bike Route (Segment 4)	\$125,000
C.	City of Suisun City	Central County Bikeway Project	\$ 25,000
			Total: \$310,000

- Attachments: A. Proposed 5-Year TDA Article 3 Bicycle/Pedestrian Plan with updates
B. TDA Article 3 summary sheets for projects to be claimed for 2003-04.

5-Year Solano Bicycle/Pedestrian Plan (2003-2008)

Project Sponsor	Project	Total Project	TDA Request	Recommend.	Est. Running Balance	Comments	
SUBTOTAL	Subtotal	\$2,123,000	\$318,055	\$318,055	\$0		
Year 1 (2003-2004)						\$310,000	\$230,000 MTC estimate plus \$80,000 balance carried over from prior fiscal year.
1. City of Benicia	Construct improvements to Park Road to provide access to the bike route on the new Benicia-Martinez Bridge span	\$345,660	\$160,000	\$160,000	\$150,000	Based on request from City of Benicia and So. County Bicycle Plan Update.	
2. Co. of Solano	Class 2 bike lanes to complete Phase 4 or 5 of Dixon-davis Bike Route, Tremont Rd. to Old davis Road	\$1,450,300	\$150,000	\$125,000	\$25,000	This project is already funded for \$51,500. Total new request (2003) with the \$98,500 is \$150,000	
3. City of Suisun City	Central County Bikeway Project from Marina Blvd. To Amtrak Train Station.	\$520,000.00	\$98,500.00	\$25,000.00	\$0	Total project cost is including a bridge replacement. The project is estimated to cost \$204,000 w/o the bridge replacement. Request made 2003.	
SUBTOTAL	Subtotal	\$2,315,960	\$408,500	\$310,000	\$0		
Year 2 (2004-2005)						\$230,000	\$230,000 of est. MTC funds. Carry over funding will be included after estimates from FY 2003-04 are approved.
1. City of Vacaville	Construct Ulatis Creek Class 1 Bike Path (Segment A)		\$75,000	\$62,000	\$168,000	Proposed in letter dated January 5, 2000; Project renamed 2003	
2. City of Vacaville	Construct Ulatis Creek Class 1 Bike Path (Segment B)		\$75,000	\$62,000	\$106,000	Proposed in letter dated January 5, 2000; Project renamed 2003	
3. County of Solano	Suisun Valley Road Bridge at Suisun Creek Replacement Project (Bridge no. 23C-76)	\$1,200,000.00	\$76,000.00	\$76,000.00	\$30,000	Previous bridge project at Suisun Valley Road (Bridge no 23-C77) is delayed due to environmental constraints. Request made 2003.	
SUBTOTAL	Subtotal	\$1,200,000	\$226,000	\$200,000	\$30,000		
Year 3 (2005-2006)						\$260,000	\$230,000 MTC estimate plus any balance from previous year
1. Co. of Solano	Winters Railroad Bridge over Putah Creek	\$2,000,000	\$150,000	\$150,000	\$110,000	These TDA Article 3 funds are intended to help a local match to other state or federal discretionary to be pursued by applicant.	
2. City of Fairfield	Construct Class 1 Fairfield Linear Park and related enhancements (landscaping, lighting, amenities) located between Union Avenue and Air Base Parkway	\$1,400,000	\$1,400,000	\$79,907	\$30,093	These TDA Article 3 funds are intended to help a local match to other state or federal discretionary to be pursued by applicant.	
SUBTOTAL	Subtotal	\$3,400,000	\$1,550,000	\$229,907	\$30,093		
Year 4 (2006-2007)						\$260,093	\$230,000 MTC estimate plus any balance from previous year
1. City of Fairfield	Class 1 Linear Park Trail- design and construction of enhancements (landscaping, lighting, amenities, etc.) for the Linear Park Trail between Union Avenue and North Texas Street.	1,400,000	\$60,093	\$60,093	\$200,000	Applicant requested additional funding for the Linear Project for a total of \$140,000. Letter dated Jan. 7th 2002.	
2. Solano County	Vacaville-Dixon Bike Route (Phase 1)		\$150,000	\$150,000	\$50,000	Applicant request dated 2/15/02	
SUBTOTAL	Subtotal	\$1,400,000	\$210,093	\$210,093	\$50,000		
Year 5 (2007-2008)						\$280,000	\$230,000 MTC estimate plus any balance from previous year.
City of Rio Vista	Class 1 Bike Route between Trilogy Subdivision and Downtown Rio Vista	\$312,000	\$100,000	\$100,000	\$180,000	Request made 2003	
County of Solano	Suisun Valley Road Bridge at Suisun Creek Replacement Project (Bridge no. 23C-77)	\$1,400,000	\$80,000	\$80,000	\$100,000	Originally recommended for funding in 2004-05 for \$76,000. Request made 2003.	
City of Vacaville	Ulatis Creek Class 1 Bike Path (Segment C)	\$150,000	\$75,000	\$75,000	\$25,000	Request made 2003	
SUBTOTAL	Subtotal	\$1,862,000	\$255,000	\$255,000	\$25,000		

TDA Article 3 Project Application Form Summary

Fiscal Year of this Claim: 2002 Applicant: City of Benicia

Contact person: Michael Throne

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

Secondary Contact (in event primary not available) Lee Cowles

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

Short Title Description of Project: Park Road Bike Lane

Amount of claim: \$160,000

Functional Description of Project:

Construct a Class II bike lane along both sides of Park Road from Adams Street to the Oak Road terminus of the Benicia-Martinez Bridge bike path. Length is approximately 1,300 feet. This project improves bike and pedestrian safety and accessibility between downtown Benicia and the bridge bike path. It also closes the gap in the Bay Trail system.

Financial Plan:

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

Project Components: Engineering, construction, and construction engineering

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		160,000			160,000
list all other sources:					
1. CML	160,000				160,000
2. Local Match	132,000				132,000
3.					
Totals	292,000	160,000			452,000

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

TDA Article 3 Project Application Form Summary

Fiscal Year of this Claim: 2003-4 Applicant: Solano County

Contact person: Paul Wiese

E-Mail Address: pwiese@solanocounty.com Telephone: (707) 421-6072

Secondary Contact (in event primary not available): Leo Flores

E-Mail Address: leflores@solanocounty.com Telephone: (707) 421-6073

Short Title Description of Project: Dixon - Davis Bicycle Route Phase 4

Amount of claim: \$125,000

Functional Description of Project:

The Dixon - Davis Bicycle Route consists of a continuous network of roads with paved shoulders suitable for a Class 2 bicycle route, extending from Dixon to Davis. This route is part of an ultimate bicycle route which will extend from Davis across Solano County to Vallejo. Phase 4 will extend the route from Runge Road to Old Davis Road, just south of the Putah Creek Bridge.

Financial Plan:

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

Project Components: Funding is requested for construction.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$125,000			\$125,000
list all other sources:					
1. CMAQ	\$1,167,800				\$1,167,800
2. STIP/CMAQ Match	\$151,000				\$151,000
3. YSAQMD	\$80,000				\$80,000
Totals	\$1,398,800	\$125,000			\$1,523,800

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	no
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm)	yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	yes
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	yes
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) <u>August, 2003</u>	yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	yes

TDA Article 3 Project Application Form Summary

Fiscal Year of this Claim: 2003-2004 Applicant: City of Suisun City

Contact person: Julie M. Pappa, Public Works Project Manager

E-Mail Address: jpappa@suisun.com Telephone: 707-421-7347 or 707-421-7340

Secondary Contact (in event primary not available) Gerald "Gary" Cullen, Acting Public Works Director

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

Short Title Description of Project: Central County Bikeway, Phase II.

Amount of claim: \$25,000.00

Functional Description of Project:
Construction of a Bicycle Path from Marina Boulevard to the AmTrak Station parallel to State Route Highway 12.

Financial Plan:

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

Project Components: The project consists of a Class I and Class II bicycle path with both concrete and asphalt surfacing including signing, striping, pavement markings, protective barriers and fencing as necessary.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$25,000.00			\$25,000.00
list all other sources:					
1. Local Funds		\$179,000.00			\$179,000.00
2.					
3.					
Totals		\$204,000.00			\$204,000.00

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	YES
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: http://www.dot.ca.gov/hq/oppd/hdm/chapters/r1001.htm)	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	YES
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	YES
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) <u>September 2003- June 2004</u>	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES



DATE: March 4, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Consultant Service for Analysis of Measure E

Background:

On September 12, 2001, the STA Board approved a series of recommendations developed by the Board's appointed Local Funding Subcommittee. These included:

1. Authorize the development of a Countywide Expenditure Plan for Transportation
2. Authorize the Executive Director to enter into an agreement with Smith, Kempton & Watts for consultant services for an amount up to \$60,000 for a 14 month period beginning on September 13, 2001
3. Authorize the Executive Director to enter into an agreement with Nossaman, Guthner, Knox & Elliott, LLP to provide legal advice and services for an amount up to \$35,000 for a 14 month period beginning on September 13, 2001

The Solano Transportation Improvement Authority (STIA) developed and approved the expenditure plan for Measure E, a proposal to raise the county sales tax by ½ cent to fund this countywide transportation expenditure plan. On November 5, 2002, Measure E was supported by 60% of Solano County voters that cast their vote during this election, but failed to receive the 2/3 voter (66.7%) threshold of Solano County voters necessary for passage.

In support of this effort, the Solano Transportation Authority (STA) funded the following:

1. The Programmatic Environmental Impact Report (EIR) for the expenditure plan
2. Consultants to assist in the development of the expenditure plan, public education effort, provide project cost estimates, and legal services
3. A public information mailer and website describing the projects in the expenditure plan

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

Discussion:

In the aftermath of the Measure E, there are several issues and questions for the STA Board to consider and assess before determining whether to pursue development of another countywide expenditure plan in preparation of placing a new measure on the ballot for consideration by Solano County's voters. Presently, an assessment of the results of actual November 5, 2002 election results on Measure E has not been undertaken. Prior to the Board making a decision on this topic, staff recommends that an independent evaluation of the proposed expenditure plan, sales tax ordinance, public opinion polling, and level of interest and support among community and public opinion leaders be completed.

On January 9, 2003, as members of the STA's Local Funding Subcommittee, John Silva and Jim Sperring and I met with D.J. Smith, one of the principal partners in the consultant firm of Smith, Kempton & Watts. The purpose of the meeting was to discuss the results of Measure E, the expenditure plan, and future efforts by Solano County to reinstate efforts to seek sources of funding to address the estimated \$3 billion transportation funding needs projected for Solano County over the next 25 years.

D.J. Smith and his team of Max Besler and Jim Moore were part of the team responsible for successful passage of Riverside County's Measure A, the renewal of its ½ sales tax for transportation in November of 2002. Riverside County was the only county in California (out of five that tried) to successfully pass a transportation sales tax in November 2002. None of the members of this team were involved in the development of the STA's expenditure plan and public information effort, or the Measure E campaign's polling. D.J. Smith's former partner, Will Kempton, was involved in STA's preparation of its expenditure plan.

Attached is a proposal for consultant services from D.J. Smith that outlines a proposed work program to assess the results of Measure E, survey community and public opinion leaders, and develop a summary of findings and recommendations. Also provided under separate cover is a summary of the firm's experience and technical competence.

Fiscal Impact:

The fiscal impact of this contract is \$20,000 and will be funded out of the Services and Supplies section of the STA's FY 2002/03 budget.

Recommendation:

Authorize the Executive Director to enter into an agreement with Smith, Kempton & Watts for consultant services for an amount up to \$20,000 for a four month period beginning on March 17, 2003.

Attachment:

Attachment A – Project Proposal from Smith, Kempton & Watts – dated 2/3/2003

Smith, Kempton & Watts

Consulting and Governmental Relations

FEB - 4 2003

February 3, 2003

Daryl Halls
 Executive Director
 Solano Transportation Authority
 1 Harbor Way, Suite 130
 Suisun City, CA 94585

Dear Daryl,

Pursuant to our meeting in December, and my research with both Jim Moore of J. Moore Methods (our pollster on Riverside County) and Max Besler of Townsend-Raimundo-Besler & Usher (the campaign consultant on Riverside County), our team would propose the following program for accomplishing an evaluation of Solano County's November 2002 ballot measure campaign and our assessment of the feasibility for a winning effort on a ballot measure in 2004.

Smith, Kempton & Watts would manage the overall effort and be the primary contact with the Solano Transportation Authority (STA). Jim Moore and Max Besler would be sub-consultants on the balance of the work program. For purposes of cost estimates on the public information effort, campaign costs, etc., we generally applied what was spent in the Riverside County effort to give you an idea of how much and when we would need cash flow.

I. Project Objectives

- ◆ To critically evaluate the proposed expenditure plan, sales tax ordinance, policy and program issues surrounding the 2002 ballot measure, including all associated campaign, polling, etc. leading up to the November 2002 result.
- ◆ Accomplish a precinct analysis and political evaluation of the actual November 2002 election result on Measure E.
- ◆ Accomplish a new baseline poll testing a limited number of expenditure plan/ordinance refinements, new ballot title and summary and basic voter intensity on the traffic issue, attitudes on taxation, impact of state budget crisis, local land use/growth issues, economy and other associated issues that could impact voter preferences.
- ◆ Provide our best projection of the feasibility of garnering a two-thirds vote on the March 2004 or November 2004 ballots. If our team determines that a two-thirds vote is feasible, this final report would include specific recommendations regarding the preferred date for the election (March or November), best plan refinements, plan approval process, and appropriate public education program.

II. Work Program

A. Community and Public Opinion Leader Survey. This survey would be accomplished by D.J. Smith of the team with you and/or selected members of your Authority to ascertain the feelings and opinions of key community and opinion leaders on the failure of Measure E, their views of deficiencies in the plan, campaign strategy and tactics, etc. This survey would probably involve private meetings with 10-15 key individuals in the community representing a broad range of interests (i.e. environmental and open space advocates, agricultural leaders, key employers and developers, local political leaders, leaders of the minority community, major contributors to the campaign, etc.)

B. November 2002 Measure E Election Result Analysis. This analysis will look at all precincts in Solano County as related to community politics, demographics, city/county boundaries, geographic location and equity of expenditure plan improvements, plan policy issues as related to individual communities, differential turnout, etc. Jim Moore and Max Besler would accomplish this analysis, with input from D.J. Smith.

C. Baseline Voter Opinion Survey. This poll will focus on issues or questions raised in both the work accomplished in A and B above, test new policy, programs and projects, revised ballot title and summary, and other issues raised against the November 2002 results, etc. D.J. Smith would take the lead in coordinating development of the poll questionnaire which would be finalized by Jim Moore with input by Max Besler. J. Moore Methods would accomplish the poll, compile the results, furnish cross tabulations of the results and provide a summary analysis of the results.

D. Summary of findings and Recommendations. Finally, based on the work accomplished in A through C above, our team will make a determination of the feasibility of putting on a new transportation sales tax measure in the 2004 election cycle, summarize key findings in the work accomplished in A through C, above and if the team believes a two thirds vote is feasible or has reason to believe that lowering the voter threshold is possible, we will make a set of clear, concise recommendations on how STA should proceed to accomplish a successful transportation sales tax measure with Solano County voters. D.J. Smith would take the lead in writing this report with input from Max Besler and Jim Moore.

III. Proposed Fees

Professional consulting fees to accomplish the above work would total \$20,000 for the time and materials of D.J. Smith, Max Besler and Jim Moore. We assume this work would begin on or about March 1, 2003 and the summary/recommendations would be available no later than May 20, 2003. This timeline assumes that the client is able to provide timely input and approvals for key elements of the work program (i.e. approval of meeting schedules for the community leader survey, approval of draft questionnaire for poll, etc.). This proposed fee structure also assumes

that for the purpose of analyzing the November 2002 Measure E election result that a detailed precinct-by-precinct results are made available by the Solano County Registrar of Voters or other appropriate election officials on a timely basis.

The poll that we are suggesting for purposes of determining the feasibility of a new measure would involve a 15 minute telephone survey of 500 likely voters according to key demographics made available through the County's computer tapes of such voters. J. Moore Methods will be careful to duplicate the demographics and other characteristics of likely voters to resemble as closely as possible actual voters in the County for the 2004 election cycle. The cost of the 15 minute survey with a 400 sample size is \$18,000 and will provide accuracy in the +/- 5 %. We believe this sample size is adequate given the size of the total number of likely voters in Solano County to give us an accurate view regarding the feasibility of moving forward for 2004.

Feasibility Analysis Work Program	
Professional Consulting Services	\$20,000
Baseline Poll	\$18,000
Total Project Cost through April 20, 2003	\$38,000

We are also enclosing for your information background information and personal resumes for the members of our team. Please don't hesitate to call any of the contacts we list for clients or contacts for a reference on our work.

I really appreciated the discussion with Mayor Jim Spring, Supervisor John Silva and yourself regarding the previous campaign. As I indicated to all of you, with a few changes in expenditure plan and ordinance and some additional support from your key city officials we should be able to assist you in obtaining a successful outcome whenever you decide to go on the ballot. As always, we look forward to a mutually beneficial relationship with STA and appreciate the opportunity to be of service.

Sincerely,



D.J. SMITH
Partner

Attachments (1)



DATE: March 4, 2003
TO: STA Board
FROM: Dan Christians, Assist. Exec. Director/Director of Planning
RE: Draft "Toolkit" STA/YSAQMD
Land Use Conference Update

Background:

Last year, the Yolo Solano Air Quality Management District contacted the STA regarding the potential for co-sponsoring an STA/YSAQMD Transportation-Land Use Conference. On January 8, 2003 the STA Board authorized a preliminary program, budget and the development of a Transportation/Land Use "Toolkit" for release at this conference.

Priority Project No. 30 of the STA's Work Program, adopted by the STA Board on July 10, 2002, proposed to develop an STA Transportation for Livable Communities (TLC) Program by 2003/04. Such a program would establish guidelines to program federal enhancement funds that STA is expected to receive under the next federal transportation bill (e.g. referred to as TEA-3). These funds can be used for projects that help implement identified downtown revitalization projects, including various pedestrian, bicycle and transit-oriented improvements.

The conference will help initiate the discussions and complete some the groundwork needed for the STA to formulate guidelines for a Countywide TLC Program by next fiscal year.

Discussion:

The STA's Alternative Modes Committee has met two times to review and recommend the draft "toolkit". On February 27, a working draft of the "toolkit" was sent or e-mailed out to all STA Board Members, TAC and Consortium members, Planning Directors and others for comments (see Attachment A). All comments on this working draft have been requested by this March 12 STA Board meeting. Comments will be prepared for review at the next Alternative Modes meeting scheduled for March 17 at 2:00 p.m. at the STA offices.

The "Toolkit" will highlight examples of Solano and Yolo County TLC projects including pedestrian, bicycle and transit uses and is proposed to be released at the Transportation/Land use conference. The "Toolkit" is only a guide and is intended to help make STA Member agencies' project applications for federal TLC/Enhancement funds more competitive at the regional and countywide levels. The "toolkit" recognizes the broad range of projects and best design practices used throughout Solano and Yolo Counties. It also confirms and reinforces the importance of local land use controls and a "bottom up" planning process to foster the better linkages between transportation and land uses. The final toolkit version will be brought back for approval by the STA Board at the next regular meeting of April 9 prior to distribution at the conference.

The STA/YSAQMD Transportation - Land Use Conference is scheduled for April 11, 2003 at the Travis Credit Union in Vacaville. A number of local and regional officials have been invited to serve on various panels and present the lessons learned from the many successful TLC-type of programs and projects that are already in various stages of planning and construction in Solano and Yolo Counties.

Attached is the draft program for the conference (Attachment B).

Recommendation:

Review and prioritize comments

Attachment:

A – Working Draft “Toolkit” Dated March 3, 2003

B – Draft program outline for the STA/YSAQMD Transportation Land Use Conference on April 11, 2003

**DRAFT TOOLKIT AVAILABLE UPON
REQUEST FROM STA**



DATE: March 5, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: MTC Partnership Board – Regional Policies Update

Background:

Beginning in January 2002, the Metropolitan Transportation Commission has hosted four meetings of its key transportation partners, known as the "Partnership Board." The "Partnership Board" was reconvened in response to comments received from the Bay Area CMA Association and Regional Transit Operators pertaining to several regional policies and programs outstanding pursuant to MTC's adoption of the RTP in December 2001. MTC's "Partnership Board" consists of the Executive Directors of the nine Congestion Management Agencies, General Managers of the Regional Transit Operators, Caltrans, MTC, BAAQMD, and Federal EPA. Members of the Partnership Board have prepared policy papers for the following topics:

1. 100% Transit Capital Shortfall
2. Lifeline Transit
3. Air Quality Conformity
4. Proposition 42 Implementation and Impacts
5. TEA 21 Reauthorization
6. SB 45 Review
7. Regional Bicycle Plan
8. Regional TLC/HIP Programs

TEA 3 - Cycle 1

The regional discussion has also focused on establishing priorities for the next Federal funding cycle. This will be the first cycle to commence as part of the third federal reauthorization (currently titled TEA 3). The new reauthorization is under development and the sixth and final year of TEA 21 is scheduled to expire September 30, 2003. Historically, MTC has used federal cycle monies to fund regional programs, transit capital replacement, road rehabilitation and various corridor related projects such as the Fairfield Transportation Center – phase 2 and the Sereno Park and Ride Lot in Vallejo. The regional programs currently funded by MTC are:

1. Freeway Operations/TOS
2. Incident Management (Freeway Service Patrol and Call Box Program)
3. TETAP
4. PTAP
5. Translink
6. Regional Transit Information
7. Marketing
8. Travinfo

9. Rideshare
10. Air Quality Programs (Spare the Air)
11. TLC/HIP
12. Resolution 3434 (Regional Transit Expansion Plan)
13. CMA Planning Funds
14. Performance Monitoring

In addition, MTC has provided STP/CMAQ funds to each CMA for the following:

1. Streets and Road Pavement Shortfall
2. Transit Capital Shortfall
3. County TLC/HIP
4. Local Discretion Projects

At the request of the Bay Area CMA Association, MTC has completed a Project Performance Report – 2002 that provides an overview, status and funding for all of MTC’s regional system management programs and projects.

Discussion:

During the month of February, MTC staff began outlining the regional policies and procedures, and schedule for the allocation of federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement Activity (TEA) Reauthorization funds (See attachments A, B & C). STA staff is also distributing this information to members of the STA TAC and Transit Consortium for their review and comment. Concurrently, MTC staff has initiated the process and schedule for public outreach and involvement in the development of the 2004 Regional Transportation Plan (RTP) (attachment D). Over the next couple of months, STA staff will work with the TAC and Transit Consortium to develop STA’s draft process and schedule for both the allocation of federal cycle funds and provide STA input into the development of the 2004 RTP.

Recommendation:

Informational

Attachments:

- A. MTC Memo dated 2/18/2003 - STP, CMAQ and TEA Reauthorization Funds: First Cycle Program Policies and Procedures
- B. MTC Memo dated 2/10/03 - STP, CMAQ and TEA First Cycle Programming
- C. MTC’s Draft First Cycle Policies and Procedures dated 2/11/03
- D. MTC Memo dated 2/10/03 - 2004 RTP Public Outreach and Involvement



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: February 18, 2002

FR: Ross McKeown

RE: STP, CMAQ, and TEA Reauthorization Funds: First Cycle Program Policies and Procedures

Background

The federal Transportation Equity Act for the 21st Century (TEA 21) is set to expire on September 30, 2003. The last time we approached the reauthorization of an expiring act, the region proceeded with the advance programming of funds prior to the adoption of the new Act to ensure a continuous and seamless programming process for federal transportation funding. This strategy of advance programming also allows the region to deliver projects at an accelerated rate, ensuring that timely use of funds policies and requirements are met ahead of schedule.

Once again the region is prepared to undertake a similar 'advanced' programming activity by programming future funds in advance of the actual reauthorization. Unfortunately, this effort is complicated by several unresolved issues affecting the programming of these funds, such as regional commitment to the local streets and roads and transit capital shortfall, unknown revenues to be realized from TEA 21 reauthorization, a recently proposed TEA program shift within the State, and the region's limit of obligation authority (OA) under the Intermodal Surface Transportation and Efficiency Act (ISTEA) and TEA 21. In response to these unresolved matters affecting the funding as we approach Reauthorization, the advance programming activity will focus on programming only what is necessary to maintain a seamless transition.

First Cycle Program Development

A general concept for TEA 21 Reauthorization programming was presented to the Partnership Board and approved at the October 28, 2002 meeting. Since then, MTC staff has consulted with the transit operators, Congestion Management Agencies (CMAs) and other local agencies, to define and resolve some of the outstanding issues surrounding future STP, CMAQ, and TEA programming. Building off of this feedback, MTC staff drafted and presented a proposed First Cycle Program: Policies and Procedures document to the Joint Finance Working Group on February 5, 2003. On February 10, MTC staff presented an updated set of general concepts to the Partnership Board on the STP, CMAQ, and TEA programming for TEA 21 Reauthorization funds (Attachment A). The Partnership Board was in agreement with Staff's recommendations on the structure and timing of the upcoming STP, CMAQ, and TEA programming activities.

Next Steps

Attached is the First Cycle Program: Policies and Procedures for your review and comment (Attachment B) at the February 18th PTAC meeting. MTC staff plans to present the First Cycle Program Policy and Procedures to the Programming and Allocations Committee on March 5.

First Cycle Program Schedule

- STP, CMAQ, TEA - TEA-3 First-Cycle Program Schedule of Activities 2003	
October 28, 2002	Presentation of First Cycle Programming Recommendations to Partnership Board
February 5, 2003	Joint Finance Working Group review of proposed STP, CMAQ, TEA First Cycle Policy and Procedures
February 10	Presentation of Final First Cycle Programming Proposal to Partnership Board
February 18	Partnership Technical Advisory Committee (PTAC) review of proposed STP, CMAQ, TEA First Cycle Policy and Procedures
March 5	Programming and Allocations Committee review of STP, CMAQ, TEA First Cycle Policy and Procedures
March 26	Commission adoption of STP, CMAQ, TEA First Cycle Policy and Procedures
March 26 – April 1	Sponsor submittals of project applications
April 2	Joint Finance Working Group review of proposed First Cycle Program
April 21	PTAC review of proposed First Cycle Program
May 14	PAC review – authorize Public Hearing and release of Draft First Cycle Program
June 11	Public hearing on Draft First Cycle Program prior to PAC meeting
June 18	Close of Public Comment Period on Draft First Cycle Program
July 9	First Cycle Program and TIP Amendment to PAC
July 24	First Cycle Program and TIP Amendment to Commission for adoption
July 25 – September 30	Final TIP Amendment submitted to Caltrans, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA)

Attachment A – Partnership Board Update Memo

Attachment B – FY 2003-04 and 2004-05 STP, CMAQ, and TEA: First Cycle Program Policies and Procedures

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THE BAY AREA PARTNERSHIP

TO: Partnership Board

Date: 02/10/2003

FR: Steve Heminger, MTC

RE: TEA 21 Reauthorization: STP, CMAQ, TEA First-Cycle Programming

Background

The federal Transportation Equity Act for the 21st Century (TEA 21) is set to expire on September 30, 2003. Among several programming opportunities, TEA 21 authorized the San Francisco Bay Area Region to program approximately \$375 million in Surface Transportation Program (STP) funds, \$330 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and \$50 million in Transportation Enhancement Activities Program (TEA) funds between 1997 and 2003. Approximately \$125 million was available each year over the six-year period of the act, for a total of \$755 million. All of these funds have been fully programmed.

The last time we approached the reauthorization of an expiring act, the region proceeded with the advance programming of funds prior to the adoption of the new Act to ensure a continuous and seamless programming process for federal transportation funding. This strategy of advance programming also allows the region to deliver projects at an accelerated rate, ensuring that timely use of funds policies and requirements are met ahead of schedule.

Once again the region is prepared to undertake a similar 'advanced' programming activity by programming future funds in advance of the actual reauthorization. Unfortunately, this effort is complicated by several unresolved issues affecting the programming of these funds, such as regional commitment to the local streets and roads and transit capital shortfall, unknown revenues to be realized from TEA 21 reauthorization, a recently proposed TEA program shift within the State, and the region's limit of obligation authority (OA) under the Intermodal Surface Transportation and Efficiency Act (ISTEA) and TEA 21. In response to these unresolved matters affecting the funding as we approach Reauthorization, the advance programming activity will focus on programming only what is necessary to maintain a seamless transition.

Regional Coordination

A general concept for TEA 21 Reauthorization programming concepts was presented to the Partnership Board and approved at the October 28, 2002 meeting. Since then, MTC staff has consulted with the transit operators, Congestion Management Agencies (CMAs) and other local agencies, to define and resolve some of the outstanding issues surrounding future STP, CMAQ, and TEA programming.

Many Partners have expressed concern about programming any funds before the local streets and road and transit capital shortfall issue is resolved. An examination of the unknowns and current discussions on programs that would utilize STP, CMAQ, and TEA funds have resulted in an MTC staff recommendation that the region program the minimal amount of STP, CMAQ, and TEA funds needed to meet the State's AB 1012 deadlines and to carry the region over until we can confidently estimate the content of TEA 21 reauthorization legislation.

One of the outstanding issues not resolved at the October Partnership Board meeting was whether to program both Regional and County Transportation for Livable Communities/Housing Improvement Program (TLC/HIP) and County TEA funds in the First-Cycle. MTC conducted a survey of each of the nine county's readiness to program one year of funding for these programs. The consensus was that the counties were ready to program one year if needed, but strongly preferred to program more years at one time to realize the maximum potential a larger program would avail. Based on this survey, and discussions with the Partnership Committees, and results of MTC staff analysis, we propose that the regional and county TLC/HIP and County TEA programs not be part of First Cycle. Instead, these programs are recommended to be a part of the Second Cycle programming except for a small element of TEA funds that may need to be advanced to meet AB 1012 delivery requirements.

STP/CMAQ/TEA - 1 • 2 • 3 Programming Under TEA 21 Reauthorization

As presented at the October 2002 Partnership Board meeting, the region will proceed with a 1 • 2 • 3 approach for programming STP/CMAQ and TEA revenues under TEA 21 Reauthorization. It is assumed the region will continue to program to the full apportionment level rather than OA, with obligations for projects programmed in the last year of reauthorization subject to the availability of OA. Projects funded under each cycle will be subject to the project delivery policies currently under revision by MTC and the Partnership Technical Advisory Committee and working group(s).

We believe that a major objective in investing the next six years of flexible federal funds is to defer as much programming as possible until the 2004 RTP is completed, in order to incorporate any revised policies that may emerge regarding transit/local streets and roads shortfalls, TLC/HIP, and other issues that will be resolved in the update of the long range transportation plan. To accomplish this, minimal programming would be timed in the first two years of the reauthorized transportation program, with the bulk of new programming occurring in FY 2005-06. While this sequencing may put pressure on meeting regional and state project delivery requirements, it does allow investment decisions to be more closely aligned with policies in the upcoming RTP. This proposed strategy is discussed further below:

1. First Cycle

The First Cycle programming will cover the minimal amount necessary to ensure a seamless transition into TEA 21 reauthorization. Funding will be programmed to projects with continuous annual funding needs, with the remaining balance used to address the OA

shortfall from ISTEA and TEA 21. However, due to a combination of a) OA limitations in the region, and b) annualized programming requirements for programs with operating or contractual commitments; Cycle One commitments will require the full FY 03-04 STP and CMAQ apportionments, and about 45% of FY 04-05 apportionments, to be programmed by September 30, 2003. This is described in more detail in the last section of this memorandum.

2. Second Cycle

Second Cycle will cover STP, CMAQ and TEA apportionments, for the remainder of FY 2004-05 and all of FY 2005-06—however, this would not be programmed until Summer 2005 (beginning FY 05-06) to allow for completion of the 2004 RTP. Put another way, the access to the 55% balance of FY 2004-05 STP/CMAQ/TEA apportionment would be delayed by about one year. However, the three year window for obligating any single year of federal apportionment should allow the region to manage any project delivery deadlines on those funds.

This cycle would include the “on-going commitment” category of projects, as well as new funding for the identified local streets and road shortfall, transit capital shortfall, regional and county TLC/HIP, County TEA, and discretionary funding. It is expected Cycle Two will be programmed between June and September, 2005.

3. Third Cycle

Third Cycle will cover three years of STP/CMAQ apportionments (FY 2006-07, FY 2007-08, and FY 2008-09), and include the continued programming of the project categories outlined in the second cycles. It is expected that Cycle Three will be fully programmed by September 30, 2006. Because the region is programming to full apportionment rather than to OA, there may be insufficient OA to obligate all of the projects in the final year of the reauthorization. Therefore, obligations for projects programmed in the last year of Cycle Three will be subject to the availability of OA. It may also be necessary to carry the programming capacity of these projects into the first year of the following transportation act.

First Cycle Programming

The STP and CMAQ revenue estimates used for First Cycle Programming are based on the adopted 2001 RTP estimated revenues for all FY 2003-04 and about 45% of FY 2004-05, which totals approximately \$207 million in STP, CMAQ and TEA funds. Of the FY 2003-04 estimated revenue, Cycle One will program approximately \$30 million in new projects and programs that require the continuation of funding to ensure previous annual commitments and contracts are met. Categories for this funding includes the following:

- 3% STP CMA Planning (approximately \$6 million: \$3 million each for FY 2003-04 and FY 2004-05)
- Air Quality Management (approximately \$25 million for programs through FY 04-05)

- Regional (MTC) operating and procurement commitments (approx. \$37 million: \$22 million in FY 03-04 and \$15 in FY 04-05)

Regional Express Bus: A pending issue for First Cycle Programming concerns backfill funding for the regional express bus program. The Governor's budget proposes elimination of the Proposition 42 increment that MTC intended to use as subsidy for regional express bus operations. Given that the regional express bus program is a federal Transportation Control Measure (TCM), we need to ensure that funding assistance is available for start up operations in FY 2003-04. Absent a State level remedy to the proposed State Transit Assistance (STA) loss, MTC may need to program newly authorized CMAQ funds as a backstop; we have assumed \$3 million for FY 03-04 as part of the air quality funding, for purposes of first cycle programming estimates.

The remaining programming capacity of First Cycle (approximately \$140 million) will be used to address the carryover OA resulting from programming to full apportionment under ISTEA and TEA 21.

MTC staff is developing First Cycle Programming policy and procedures, and revised project delivery policies for reauthorization which will be presented to the Partnership Committees in the coming months. The projects proposed for adoption in the First Cycle are air quality exempt projects, and therefore an air quality analysis will not be performed. Commission adoption of a First Cycle program is proposed for July 2003, with the amendment to the 2003 TIP approved in September 2003.

Attachment A provides a general outline of the recommended First Cycle Programming and related activities.

Steve Heminger

RM:MC

J:\COMMITTEE\Partnership\BOARD\Feb_03 meeting\FirstCycleProgramming02-10-03.doc

Attachment A

- STP, CMAQ, TEA - TEA-3 First-Cycle Programming Recommended Schedule of Activities 2003	
October 28, 2002	Presentation of First Cycle Programming Recommendations to Partnership Board
February 5, 2003	Joint Finance Working Group review of proposed STP, CMAQ, TEA First Cycle Policy and Procedures
February 10,	Presentation of Final First Cycle Programming Proposal to Partnership Board
February 18	Partnership Technical Advisory Committee (PTAC) review of proposed STP, CMAQ, TEA First Cycle Policy and Procedures
March 12	Programming and Allocations Committee review of STP, CMAQ, TEA First Cycle Policy and Procedures
March 26	Commission adoption of STP, CMAQ, TEA First Cycle Policy and Procedures
March 26 – April 1	Sponsor submittals of project applications
April 2	Joint Finance Working Group review of proposed First Cycle Program
April 21	PTAC review of proposed First Cycle Program
May 14	PAC review – authorize Public Hearing and release of Draft First Cycle Program
June 11	Public hearing on Draft First Cycle Program prior to PAC meeting
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July 24	First Cycle Program and TIP Amendment to Commission for adoption
July 25 – September 30	Final TIP Amendment submitted to Caltrans, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA)

PTAC Agenda Item #6, Attachment B

DRAFT

**STP, CMAQ, and TEA
First Cycle Program:
FY 2003-04 and FY 2004-05**

**Policies and Procedures
February 11, 2003**

Section I Background

The federal Transportation Equity Act for the 21st Century (TEA 21) is set to expire on September 30, 2003. Among several programming opportunities, TEA 21 authorized the San Francisco Bay Area Region to program approximately \$375 million in Surface Transportation Program (STP) funds, \$330 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and \$50 million in Transportation Enhancement Activities Program (TEA) funds between 1997 and 2003. Approximately \$125 million was available each year over the six-year period of the act, for a total of \$755 million. All of these funds have been fully programmed.

The last time we approached the reauthorization of an expiring act, the region proceeded with the advance programming of funds prior to the adoption of the new Act to ensure a continuous and seamless programming process for federal transportation funding. This strategy of advance programming also allows the region to deliver projects at an accelerated rate, ensuring that timely use of funds policies and requirements are met ahead of schedule.

Once again the region is prepared to undertake a similar 'advanced' programming activity by programming future funds in advance of the actual reauthorization. Unfortunately, this effort is complicated by several unresolved issues affecting the programming of these funds, such as regional commitment to the local streets and roads and transit capital shortfall, unknown revenues to be realized from TEA 21 reauthorization, a recently proposed TEA program shift within the State, and the region's limit of obligation authority (OA) under the Intermodal Surface Transportation and Efficiency Act (ISTEA) and TEA 21. In response to these unresolved matters affecting the funding as we approach Reauthorization, the advance programming activity will focus on programming only what is necessary to maintain a seamless transition.

Section II

Six-Year TEA 21 Reauthorization Legislation

STP, CMAQ, and TEA - 1 • 2 • 3 Programming Under TEA 21 Reauthorization

As presented at the October 2002 Partnership Board meeting, the region will proceed with a 1 • 2 • 3 approach for programming STP/CMAQ and TEA revenues under TEA 21 Reauthorization. It is assumed the region will continue to program to the full apportionment level rather than OA, with obligations for projects programmed in the last year of reauthorization subject to the availability of OA. Projects funded under each cycle will be subject to the project delivery policies currently under revision by MTC and the Partnership Technical Advisory Committee and working group(s).

We believe that a major objective in investing the next six years of flexible federal funds is to defer as much programming as possible until the 2004 RTP is completed, in order to incorporate any revised policies that may emerge regarding transit/local streets and roads shortfalls, TLC/HIP, and other issues that will be resolved in the update of the long range transportation plan. To accomplish this, minimal revenues will be programmed in the first two years of the reauthorized transportation program, with the bulk of new programming occurring in FY 2005-06 and beyond. While this sequencing may put pressure on meeting regional and state project delivery requirements, it does allow investment decisions to be more closely

aligned with policies in the upcoming RTP. (See Attachment A for a schedule of related activities through Summer 2005.) This proposed strategy is discussed further below:

First Cycle

The First Cycle programming will cover the minimal amount necessary to ensure a seamless transition into TEA 21 reauthorization. Funding will be programmed to projects with continuous annual funding needs, with the remaining balance used to address the OA shortfall from ISTEA and TEA 21. However, due to a combination of a) OA limitations in the region, and b) annualized programming requirements for programs with operating or contractual commitments; Cycle One commitments will require the full FY 2003-04 STP and CMAQ apportionments, and about 45% of FY 2004-05 apportionments, to be programmed by September 30, 2003. This is described in more detail in the Section V: First Cycle Programming Policies.

Second Cycle

Second Cycle will cover STP and CMAQ apportionments, for the remainder of FY 2004-05 and all of FY 2005-06—however, this would not be programmed until Summer 2005 (beginning FY 2005-06) to allowing for completion of the 2004 RTP. Put another way, the access to the 55% balance of FY 2004-05 STP/CMAQ apportionment would be delayed by about one year. However, the three-year window for obligating any single year of federal apportionment should allow the region to manage any project delivery deadlines on those funds.

This cycle would include the "on-going commitment" category of projects, as well as new funding for the identified local streets and road shortfall, transit capital shortfall, regional and county TLC/HIP, County TEA, and discretionary funding. It is expected Cycle Two will be programmed between June and September 2005.

Third Cycle

Third Cycle will cover three years of STP/CMAQ apportionments (FY 2006-07, FY 2007-08, and FY 2008-09), and include the continued programming of the project categories outlined in the second cycles. It is expected that Cycle Three will be fully programmed by September 30, 2006. Because the region is programming to full apportionment rather than to OA, there may be insufficient OA to obligate all of the projects in the final year of the reauthorization. Therefore, obligations for projects programmed in the last year of Cycle Three will be subject to the availability of OA. It may also be necessary to carry the programming capacity of these projects into the first year of the following transportation act.

Section III Guiding Principles

- Investments made in the First Cycle Program must carry out the objectives of the Regional Transportation Plan (RTP) and be consistent with its improvements and programs [23 USC 134 (h)]. This First Cycle Program will be in accordance with the policies adopted as part of the 2001 RTP.
- MTC and the Bay Area Partnership developed a strategy for programming federal and state funds to ensure that a balanced, reasonable mix of high priority transportation projects is achieved at the regional level. This strategy was adopted by the Commission as Resolution No. 3053. Pursuant to that policy, the following factors must be considered

in the development of priorities and procedures for programming STP, CMAQ and TEA funds:

- o The diverse nature of the Bay Area transportation system requires multi-modal investments.
 - o A strategic mix of various fund sources will be required to meet the divergent needs of large versus small projects, and/or differences in the financial capabilities of their Partnership sponsors.
 - o Maintaining and sustaining the existing system through replacement and rehabilitation of its infrastructure, coupled with effective management of that system, are high regional priorities in the RTP and must be provided for.
- Assembly Bill 1012 (AB 1012) emphasizes the importance of readiness and adherence to planned delivery schedules. Project sponsors that are unable to meet these requirements are subject to significant financial penalties.
 - These guidelines are subject to revision once TEA 21 reauthorization legislation is passed.
 - The MTC region will continue to program to apportionment, which is officially distributed to the Regions by Caltrans. While MTC will program to apportionment, the last ten percent of the total six-year TEA 21 reauthorization legislation apportionment amount will be contingent on the availability of OA. Most likely this ten percent will affect projects programmed in FY 2008-09.
 - MTC will have final program approval.

Section IV Fund Estimate

Baseline revenue assumptions for TEA 21 reauthorization legislation have not been set at the federal level as of yet. For the First Cycle Program, the revenue projections adopted with the 2001 RTP will be used as a baseline for programming. When legislation is passed, the revenue projections will be updated to reflect the legislated funding levels.

In the 2001 RTP, STP, CMAQ, and TEA revenues are assumed to grow at 2% per year based on Caltrans' FY 2002-03 projections. This amounts to \$140.7 million in STP, \$126.2 million in CMAQ, and \$18.2 million in TEA funds for FY 2003-04 and FY 2004-05.

Table 1: FY 2003-04 Estimated STP, CMAQ, and TEA Revenues*

Program	Fiscal Year Revenue (in millions of dollars)		
	FY 2003-04	FY 2004-05	Total
Surface Transportation Program	69.7	71.1	140.7
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	62.5	63.7	126.2
Transportation Enhancement Activities Program (TEA)	9.0	9.2	18.2

* Revenues based on 2001 RTP projections

Section V

First Cycle Programming Policies

A. Programming Assumptions

- First Cycle projects will be programmed based on TEA 21 legislation guidelines. Once Reauthorization Legislation has been passed, the projects adopted as part of First Cycle will be reviewed for consistency with the new legislation program criteria.
- The STP, CMAQ, and TEA fund estimate for First Cycle will be based on the 2001 RTP revenue projections. When reauthorizing legislation is passed on TEA 21, the fund estimate will be updated to reflect the authorized funding revenue for STP, CMAQ, and TEA.
- Approximately \$140 million exists in carryover programming from ISTEA and TEA 21 (\$48 from ISTEA and \$92 from TEA 21) that are awaiting obligation.
- Eastern Solano County CMAQ funding will be reserved for projects in the eastern portion of that county.

B. Programming Schedule

Development of the First Cycle Program under these procedures will be done in accordance with the schedule outlined in Attachment B of this policy and procedures document.

C. Adoption into the 2003 TIP

This First Cycle Program will be adopted as an amendment to the 2003 TIP. The projects proposed for adoption in the First Cycle Program are air quality exempt projects, and therefore, an air quality conformity analysis will not be performed.

D. Funds Programmed

First Cycle Program will program STP and CMAQ funds only for FY 2003-04 and FY 2004-05. TEA funds will be programmed with Second Cycle. However, if AB 1012 delivery deadlines for TEA funds necessitate the programming of TEA funds prior to the adoption of a Second Cycle, TEA funds will be programmed before Second Cycle. MTC

will assign STP or CMAQ funding to the projects as appropriate. CMAQ funding will be assigned to the First Cycle Program projects, where eligible.

Of the FY 2003-04 and 2004-05 estimated revenue, Cycle One will program approximately \$68 million in new projects and programs that require the continuation of funding to ensure previous annual commitments and contracts are met. Categories for this funding includes the following:

- o 3% STP CMA Planning (approximately \$6 million: \$3 million each for FY 2003-04 and FY 2004-05)
- o Air Quality Management (approximately \$25 million for programs through FY 04-05)
- o Regional (MTC) operating and procurement commitments (approx. \$37 million: \$22 million in FY 03-04 and \$15 in FY 04-05)

The remaining programming of First Cycle (approximately \$140 million) will be used to address the carryover OA resulting from programming to full apportionment under ISTEA and TEA 21.

E. Project Categories

First Cycle programming will program the following project categories: Regional Coordination Projects with annual operating needs, Air Quality Improvement Projects, CMA Planning Funds and Carryover projects due to OA limitations under ISTEA and TEA 21. Screening Criteria for all projects are included in Attachment C.

Table 2: Programs to be funded in First Cycle

3% STP CMA Planning Funds	
3% STP CMAQ Planning Funds	Approximately 3% of the STP funds will be reserved for CMA planning activities. For First Cycle Program, the 3% planning funds will be based on the estimated STP revenue adopted in the 2001 RTP. Each county is guaranteed a minimum of \$240,000, an increase from \$140,00 during TEA 21. The CMA's are given either the county's population share of 3% of the STP funds or \$240,000, whichever figure is higher.
Air Quality Management	
Spare the Air Program	Aims to reduce ozone on days when the Bay Area's air pollution is expected to exceed federal and state air quality standards by encouraging people to drive less on Spare the Air days.
Regional Rideshare Program	Aids in shifting individuals from single occupant vehicles (SOVs) to carpools, vanpools and other transportation alternatives and help individuals sustain this shift in order to mitigate the growth of traffic congestion and motor vehicle emissions in the Bay Area.
Air Quality Strategies	The air quality challenges we face will continue to place a demand on available funding in meeting our Transportation control measures. Additionally, our State Implementation Plan (SIP) for attaining the one-hour national ambient air quality standard for ozone will be revisited in 2003.

Regional (MTC) Operating and Procurement Commitments	
Freeway Operation Systems	Freeway operations refers to the activities that directly affect the safety, travel time, travel route selection, time of travel, or mode of travel, of travelers using or planning to use the freeway network. The goals of improving safety, efficiency, and reliability of the freeway system are dependent on several real-time freeway operation functions, including monitoring, surveillance, incident detection, providing information to motorists, incident clearance, and restoring network capacity. Caltrans, CHP and MTC work together, and with local agencies, to improve freeway operations.
Incident Management	Includes: Freeway Service Patrol, the Bay Area's freeway incident detection and removal program and the Call Box Program, installation and operations of the yellow call boxes on roadsides in the nine-county Bay Area.
Pavement Management Technical Assistance Program (P-TAP)	Assists Bay Area jurisdictions in implementing and maintaining pavement management systems (PMS) for their local roadway network.
Performance Monitoring	This program monitors changes in system performance over time with a focus on the customer's perspective.
Regional Transit Information System	Transit information services system designed to make it easier for transit users to plan trips throughout the Bay Area.
Regional Transportation Marketing	Generates market research data to inform product development, to develop and implement promotional campaigns for those projects, to develop project performance standards and to evaluate and report on project performance for MTC's customer service projects (includes TransLink®, TravInfo®, the TakeTransit Trip Planner, the regional rideshare program, Freeway Service Patrol and the Callbox Program).
Traffic Engineering Technical Assistance Program (TETAP)/ Arterial Signal Re-timing	Provides consultant assistance to local agencies to 1) retime traffic signal systems, and 2) analyze an existing problem, conceptualize solutions, and provide technical assistance with a grant application to implement the preferred solution.
TransLink®	The universal transit ticket program will establish a single regional system for collecting fares on all of the Bay Area's transit systems.
TravInfo®	The Bay Area's advanced traveler information system, also known as 511, which provides real-time information on traffic incidents, slowdowns, road construction activity, and major transit service interruptions as well as direct telephone connections to transit, paratransit, and rideshare agencies.

F. Local Match

All projects funded with STP, CMAQ, or TEA funding require a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP, CMAQ, and TEA is 11.47% of the total project cost. The Federal Highway Administration (FHWA) will reimburse up to 88.53% of the total project cost. The FHWA has delegated the reimbursement authority to Caltrans.

G. Obligation Authority Prioritization

First Cycle projects and TEA 21 projects that were programmed, but were not obligated due to TEA 21 obligation authority (OA) limitations, are prioritized to receive OA made available through the successor legislation of TEA 21.

H. Project Delivery

The regional STP, CMAQ, and TEA program is project specific. The STP, CMAQ, and TEA funding for projects in an existing program is for those projects alone.

The region will establish an obligation deadline for projects included in the STP, CMAQ, and TEA program. MTC will actively monitor and report to the Joint Finance Working Group of the Bay Area Partnership on project status. The Joint Finance Working Group will work to ensure project delivery, identifying problems, and recommending actions to the Partnership Technical Advisory Committee. Recommended actions may include reprogramming funds to another deliverable project.

Obligation deadlines, project substitutions and redirection of project savings are governed by the MTC Regional Policy for Enforcing Fund Obligation Deadlines and Project Substitution for STP, CMAQ, and TEA funds (MTC Resolution No. 3239).

I. Project Amendments

Any proposed changes will be carefully reviewed by MTC staff and subject to the approval of the Commission.

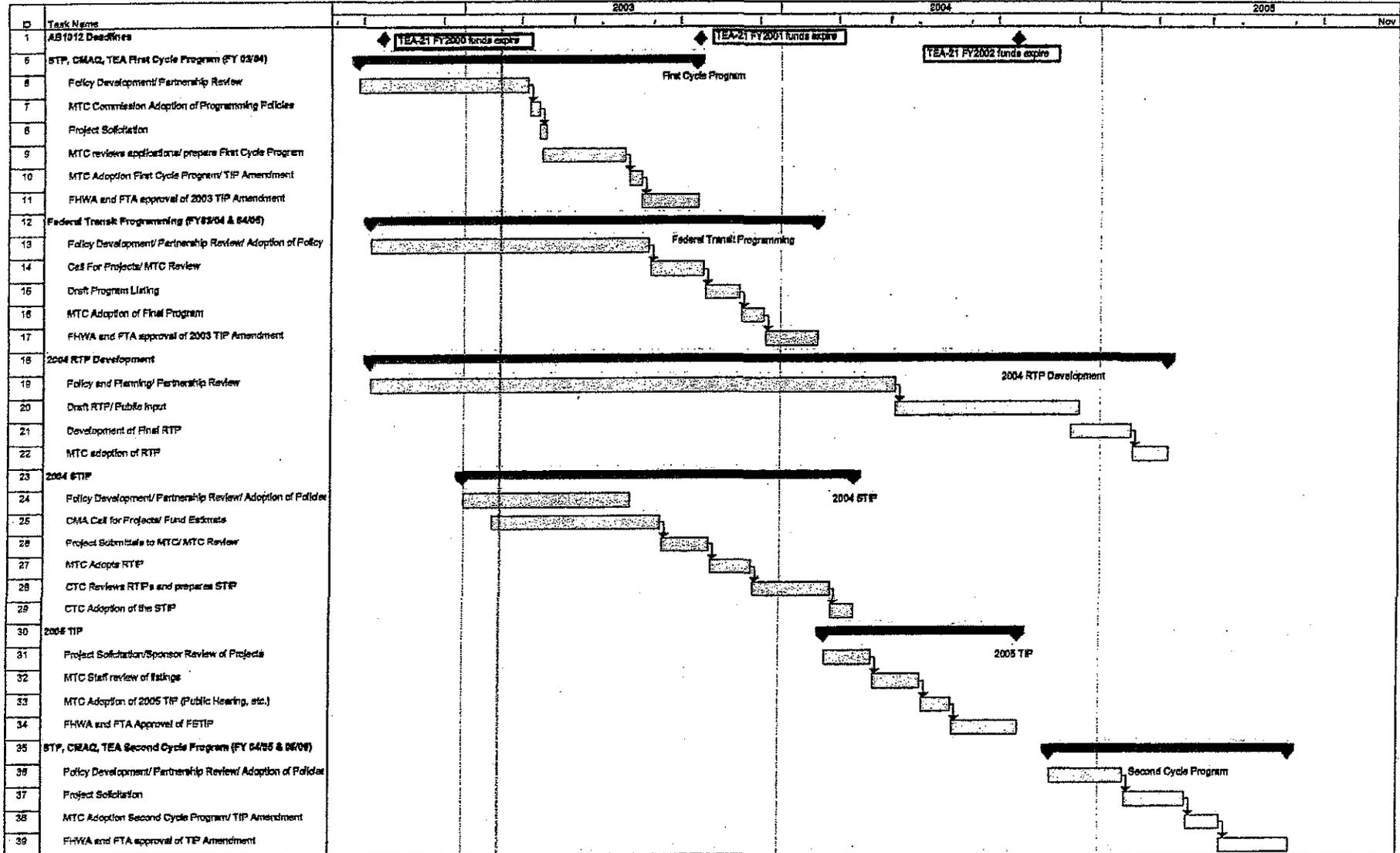
J. Project Application

Project sponsors must submit a completed project application for each project proposed for funding in First Cycle Program. The application consists of the following three parts and will be available on the internet (as applicable) accessible through mtc.ca.gov. Project Sponsors will be notified of the address by MTC.

1. STP, CMAQ, and TEA Application
- 2 a. Resolution of local support * (Attachment D)
- b. Opinion of legal counsel * (Attachment E)
3. CMAQ Emissions Benefit Analysis (available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>)

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the statements into the Resolution of Local Support as documented in Attachment F.

Attachment A: STP, CMAQ, TEA First Cycle Program and Other Related Activities - Schedule -



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- Attachment B -

**- STP, CMAQ, and TEA -
TEA 21 Reauthorization: First-Cycle Programming
Recommended Schedule of Activities
2003**

October 28, 2002	Presentation of First Cycle Programming Recommendations to Partnership Board
February 5, 2003	Joint Finance Working Group review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures
February 10	Presentation of Final First Cycle Programming Proposal to Partnership Board
February 18	Partnership Technical Advisory Committee (PTAC) review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures
March 5	Programming and Allocations Committee review of STP, CMAQ, and TEA First Cycle Policy and Procedures
March 26	Commission adoption of STP, CMAQ, and TEA First Cycle Policy and Procedures
March 26 – April 1	Sponsor submittals of project applications
April 2	Joint Finance Working Group review of proposed First Cycle Program
April 21	PTAC review of proposed First Cycle Program
May 14	PAC review – authorize Public Hearing and release of Draft First Cycle Program
June 11	Public hearing on Draft First Cycle Program prior to PAC meeting
June 18	Close of Public Comment Period on Draft First Cycle Program
July 9	First Cycle Program and TIP Amendment to PAC
July 24	First Cycle Program and TIP Amendment to Commission for adoption
July 25 – September 30	Final TIP Amendment submitted to Caltrans, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA)

- Attachment C -

FY 2003-04/2004-05 STP, CMAQ, and TEA Project Screening Criteria

Eligible Projects

A. Eligible Projects. STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. For more details see Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, Fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

Planning Prerequisites

B. RTP Consistency. Projects included in the STP, CMAQ, and TEA First Cycle Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires to be consistent with federal planning and programming requirements. Each project to be included in the STP, CMAQ, and TEA First Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.

C. CMP Consistency. Local projects must be consistent with the County Congestion Management Plan (CMP), or the adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the STP, CMAQ, and TEA First Cycle Program.

D. Bicycle Consideration. Any local roadway or transit project must show reasonable consideration of bicycle facilities. Specifically, the following must be answered:

1. Have the needs of bicyclists been considered in the design of the project?

2. Is bicycle travel impeded by this project? If yes and a roadway projects, has a parallel bicycle facility been designed to accommodate bicyclists?
3. For transit vehicles and facilities: has bicycle access been facilitated by the project?
4. Have you reviewed local, county, and regional bike plans for roadway design consistency? Please attach an excerpt from the regional or local bike plan near the vicinity of your project.

Project Costs and Phases

D. Project Phases. Projects should be separated into the following project components:

1. Environmental Document and Preliminary Engineering (EDPE)
 2. Final Design, Plans, Specifications, and Estimates (PS&E)
 3. Acquisition of right-of-way (ROW)
 4. Construction, construction management and engineering, including surveys and inspections, equipment acquisition, and purchase of rolling stock. (CON)
- Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs.*

The project sponsor/CMA must display the project in these four components (six for Caltrans projects) in the final submittal. First Cycle Program funding amounts programmed for any component shall be rounded to the nearest \$1,000.

E. Fiscal Years of Programming. The First Cycle Program covers a two-year period, FY 2003-04 and FY 2004-05.

Readiness Standards

F. Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for obligation until the end of the fiscal year in which the funds are programmed in the TIP. Once obligated, the sponsor will have three additional years to expend funds. For construction, the sponsor will have one year to award a contract and three years to expend funds. It is therefore very important that projects be ready to proceed in the year programmed.

G. The Project Must Be Fully Funded. Section 134 (h) of Title 23 of United States Code states that the regional program "shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project". All local projects included in the final STP, CMAQ, and TEA First Cycle Program must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Sample Resolution - Attachment D of this guidance.

The MTC will program a project component only if it finds that the component itself is fully funded, either from STP, CMAQ, and TEA funds or from other committed funds. The MTC will regard funds other than STP, CMAQ, and TEA as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

- H. Field Review for Federally Funded Local Projects.** By requesting funding for a federally-funded project in the TIP, the project sponsor agrees to contact Caltrans and schedule and complete a project field review within 6-months of the project being included or amended into in the TIP. For the First Cycle, Caltrans field reviews should be completed by March 1, 2004. This requirement only applies to projects receiving federal funds, subject to local federal-aid field review requirements. Projects, with funds transferred to FTA do not require a field review.

Other Requirements

- I. Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the authorization to proceed. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the TIP.

- Attachment D -
STP, CMAQ, and TEA First Cycle Project Application:
Part 2a - Sample Resolution of Local Support

Resolution No. _____

Whereas, AB 1012 substantially revised the process for appropriating the amount of federal funds available for transportation projects in the state and for obligating the available funds to these projects; and

Whereas, as part of that new process, the Metropolitan Transportation Commission (MTC) is responsible for programming projects eligible for STP, CMAQ, and TEA First Cycle Program funds, for inclusion in the Regional Transportation Improvement Program, and submission to the Caltrans, for inclusion in the Federal State Transportation Improvement Program; and

Whereas, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for STP, CMAQ, and TEA First Cycle Program funds in the Regional Transportation Improvement Program; and

Whereas, applications to MTC must be submitted consistent with procedures, conditions, and forms it provides transportation project sponsors; and

Whereas, (agency name) is a sponsor of transportation projects eligible for STP, CMAQ, and TEA First Cycle Program funds; and

Whereas, the STP, CMAQ, and TEA First Cycle Program project application, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule and budget for which (agency name) is requesting that MTC program STP, CMAQ, and TEA funds for inclusion in the Regional Transportation Improvement Program; and

Resolved, that (agency name) has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule set forth in the STP, CMAQ, and TEA project application, attached to this resolution; and be it further

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TEA First Cycle Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TEA First Cycle Program funds; and be it further

DRAFT

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) authorizes its (Executive Director, General Manager, or his/her designee) to execute and file an application with MTC to program STP, CMAQ, and TEA Program funds into the Regional Transportation Improvement Program, for the projects, purposes and amounts included in the project application attached to this resolution; and be it further

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

- Attachment E -
STP, CMAQ, and TEA First Cycle Project Application:
Part 2b - 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 2a (Attachment D). If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TEA First Cycle Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for STP, CMAQ, and TEA First Cycle Program funds

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

1. (Applicant) _____ is an eligible sponsor of projects for the STP, CMAQ, and TEA First Cycle Program.
2. (Applicant) _____ is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program 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 STP, CMAQ, and TEA First Cycle Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

- Attachment F -

Optional Language to add to the Resolution for Local Support

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

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TEA First Cycle Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TEA First Cycle Program funds; and be it further

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

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 2b (Attachment E).

THE BAY AREA PARTNERSHIP

TO: Partnership Board

Date: February 10, 2002

FR: Executive Director

RE: 2004 RTP Public Outreach and Involvement

At our last meeting, the Partnership Board agreed to form a steering committee (see attached roster) to facilitate collaboration among various agencies with respect to public outreach and involvement on the upcoming *2004 Regional Transportation Plan* update.

At the time, MTC sounded out the group on a proposal for a transportation roundtable representing a wide range of interests to advise partners and MTC on key RTP decisions. The general sense was that such an approach would not prove workable in a nine-county region as diverse as the Bay Area. Consequently, we have developed an alternative proposal, with the new three-phased strategy sketched out in the attached chart. Note that the congestion management agencies would take the lead role during the middle phase of the process.

We will discuss our proposal with the new Public Involvement Steering Committee immediately prior to the February 10 board meeting, at 9:15 a.m., and will provide a complete report later in the agenda of the full Partnership Board meeting.

Attachments

Steve Heminger

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Partnership RTP Public Involvement Steering Committee

Pam Belchamber, Vallejo Transit

Lenka Culik-Caro, Caltrans

Dorothy Dugger, BART

Michael Evanhoe, Santa Clara Valley Transportation Authority

Jim Gleich, AC Transit

Steve Gregory, Port of Oakland

Daryl Halls, Solano Transportation Authority

Jean Hart, Alameda County CMA

Steve Moler, FHWA

José Luis Moscovich, San Francisco Co. Transportation Authority

Catherine Showalter, RIDES for Bay Area Commuters, Inc.

Suzanne Wilford, Sonoma County Transportation Authority

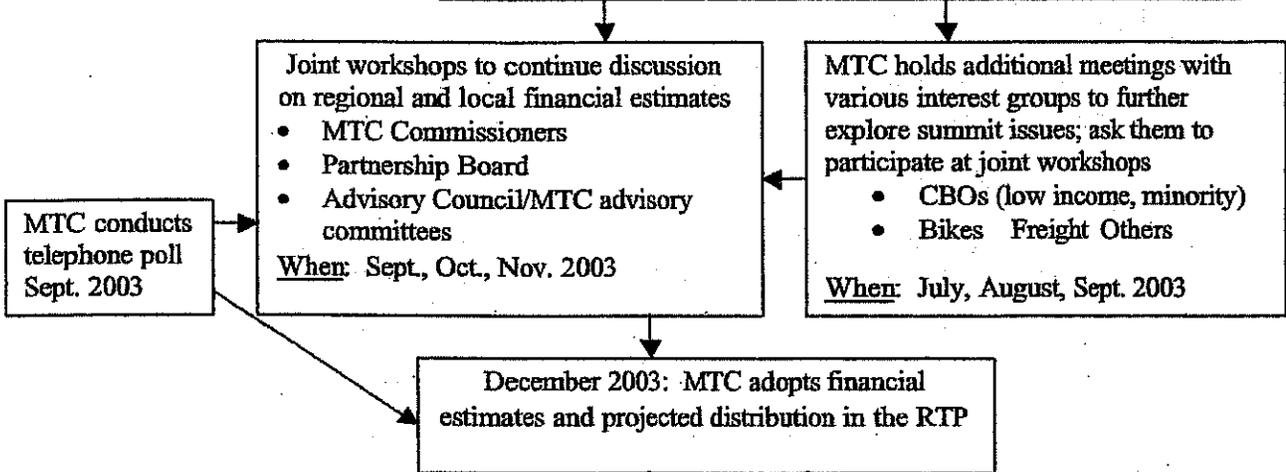
Michael Zdon, Napa Co. Transportation Planning Agency

January 2003

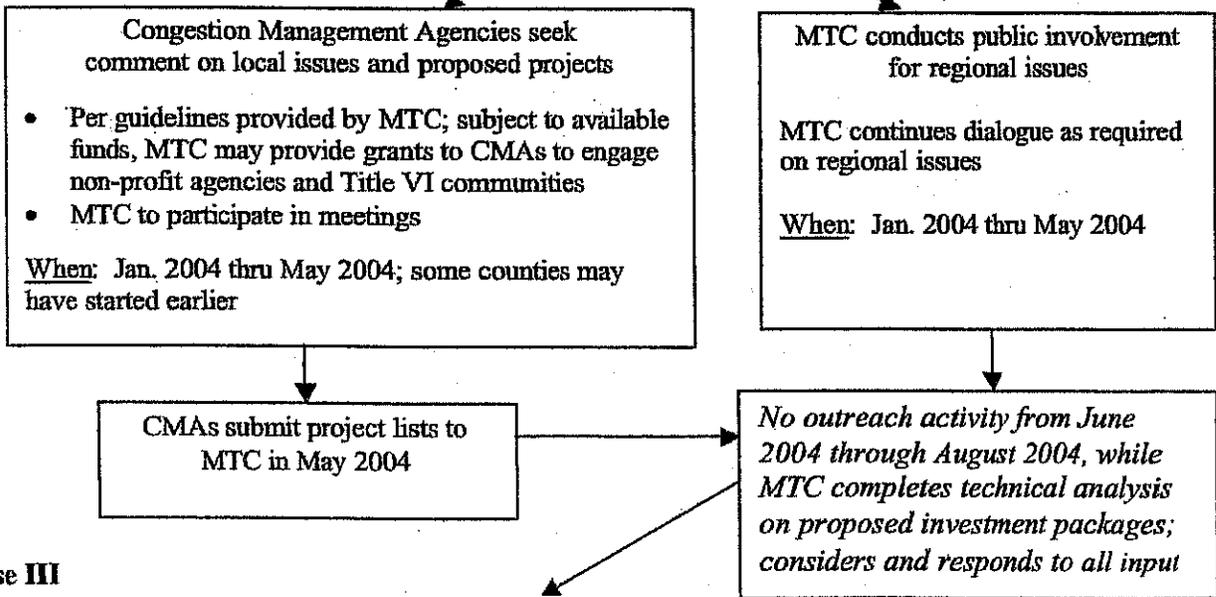
**Proposed 2004 RTP.
Public Involvement Strategy
Phase I**

Transportation RTP Summit

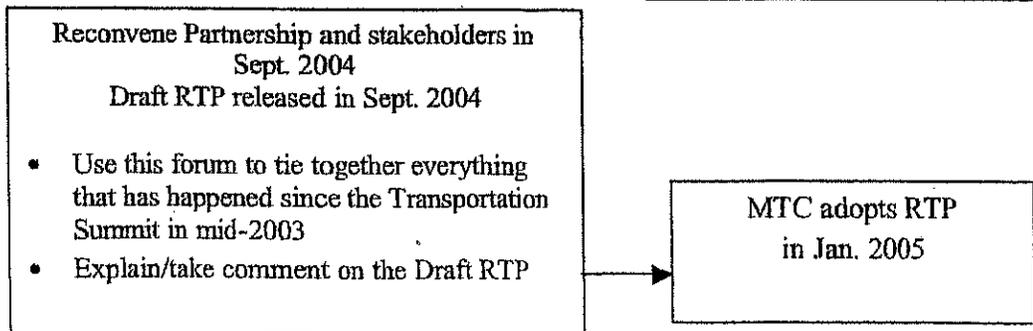
When: late June 03/early July 03
Sponsored by: MTC with possibly a media co-sponsor
Purpose: to kick off overall development of 2004 RTP; especially debate regarding amount of funds for regional needs compared to local needs in the RTP



Phase II



Phase III



**Draft CMA Guidelines
2004 Regional Transportation Plan
Phase II Public Involvement Strategy**

MTC is committed to having the congestion management agencies as full partners in development of the *Regional Transportation Plan (RTP)*. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process. Federal regulations call for active outreach strategies in any metropolitan planning process, but opportunities for the public to get involved are especially important with the RTP.

Below are guidelines for congestion management agencies to use in seeking comment on local issues and proposed projects that will be submitted to MTC for inclusion in the 2004 RTP.

Time frame: Jan. 2004 through May 2004

CONDUCT OPEN, INCLUSIVE AND ACCESSIBLE MEETINGS

1. Hold an appropriate number of public meetings to adequately cover the major population centers and sub-areas in your county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
2. Involve board members in the public meetings. Make every effort to encourage board member attendance and participation in the public meetings.
3. All meetings should be at a location that will encourage attendance by a wide range of interested citizens; the locations should be accessible by public transit. Some of the public meetings should be during non-business hours.
4. CMAs should consider getting on the agenda of regularly scheduled meetings of community based organizations, or partnering with community based organizations to co-sponsor a meeting in targeted communities. If you are consulting a group whose primary language is not English, provide for translation services as appropriate.
5. Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when final action will be taken by the CMA board.
6. In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
7. Make a concerted effort to publicize your meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities. At a minimum, publicize the meetings using news releases widely distributed to large and small media outlets. Consider buying display ads in certain newspapers. Consider having community groups distribute flyers. Consider using the Internet to announce the meetings.

PROVIDE ALTERNATIVE WAYS TO COMMENT

8. Provide alternative ways for the public to offer comment, outside of attending public meetings.

Consider utilizing one or more of these options:

- a. Post on your Web site the information presented at the public meetings, and solicit feedback via the Web from those who are unable to attend meetings.

-more-

- b. Encourage local newspapers or other media outlets to devote news and editorial coverage of your meetings and process. Consider working in partnership with a newspaper to include a reader survey that can be mailed back to you.

EDUCATE THE PUBLIC USING PLAIN LANGUAGE

9. Provide clearly written materials for people not versed in transportation jargon. This material should include a discussion of what is in play in your county with respect to RTP project submittals, including any competing alternatives. MTC can provide materials that set the context for the RTP.

DOCUMENT PROCESS AND TRACK COMMENTS

10. Document how your agency consulted a range of stakeholders and interest groups, including individuals in low-income and minority communities, and then summarize the comments received. Also show how your agency used the comments to influence decisions; or, conversely, why your board members opted for a different outcome. Include this information with your candidate project submittals to MTC. This documentation will be reviewed by the MTC Commission when it considers county recommendations for inclusion in the RTP.

	DRAFT 2004 RTP DEVELOPMENT SCHEDULE									
	2003				2004				2005	
	1 Qtr.	2 Qtr.	3 Qtr.	4 Qtr.	1 Qtr.	2 Qtr.	3 Qtr.	4 Qtr.	1 Qtr.	2 Qtr.
	Phase 1: Regional				Phase 2: Local			Phase 3: Hearings		
2004 RTP Outreach Milestones		■ RTP Summit Meeting: 8/03	■ Regional Workshops: 9/03 - 11/03				■ CMA Outreach: 1/04 - 6/03		■ Complete: 11/04	
Key 2004 RTP Decision Milestones			■ Initial	■ Final						
RTP Revenue Projections			■ Complete: 8/03	■ Complete: 12/03						
Identify Regional and County Proposed RTP Investment Strategies/Criteria (based on major issues as shown below)			■ Preliminary Complete: 7/03		■ Final Complete: 5/04					
Transit & Roads MTS		■ Complete: 3/03								
Performance measure criteria			■ Complete: 7/03							
ABAG Smart Growth Projections		■ Complete: 5/03								
Air Quality Conformity (State Implementation Plan)				■ draft SIP by 12/03	■ SIP by 4/04	■ "budget" by 7/04				
Water Transit Authority Plan Approval			■ Complete: 9/03							
Regional Freight Study			■ Complete 9/03							
Lifeline Transit/Community Transportation Plans						■ Complete by 7/04				
\$3 Bridge Toll					■ March election					
New Revenue: TEA 3				■ legislation completed by late 2003						
Countywide Plan Updates										
Regional Gas Tax Measure								■ Nov. election		
Contra Costa County Sales Tax								■ Nov. election		
Marin County Sales Tax								■ Nov. election		
Sonoma County Sales Tax								■ Nov. election		
SMART Ballot Measure								■ Nov. election		
San Mateo County Sales Tax								■ Nov. election		
San Francisco Sales Tax				■ Nov. election						
Statewide High-Speed Rail Bond Measure								■ Nov. election		
Release Draft EIR for Public Review							■ 8/04			
Initial Performance Evaluation and Alternative Develop.					■ Complete: 2/04					
Complete Modeling/Conformity of RTP and EIR							■ 8/04			
Release Draft 2004 RTP for Public Review							■ 9/04			
Commission Adoption of 2004 RTP								■ 1/05		
Federal Conformity Approval of 2004 RTP									■ 3/05	



DATE: February 25, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: North Connector Project Environmental
Scoping Meeting – March 6, 2003

Background:

The tier 2 analysis for the I-80/I-680/SR12 Interchange identified the North Connector as a common element to all potential alternatives that would relieve the congestion in this area. Because the North Connector is needed regardless of other improvements to the Interchange, it was determined to have independent utility and was identified as a separate project from the Interchange. The Environmental Phases for both the Interchange project and the North Connector project are currently underway.

The North Connector project is to construct an approximately 4 mile two to four-lane arterial connection (the North Connector) in the City of Fairfield and Solano County, north of Interstate 80 (I-80) between State Route 12 (SR 12) West and Abernathy Road. The roadway will connect to the west and east ends of Business Center Drive in Fairfield. The local roadway is considered necessary to provide an alternative to I-80 for local traffic.

Discussion:

As an initial component of the environmental process for any project, an Environmental Scoping Meeting is conducted to allow the public to provide input regarding the range of issues and alternatives to be studied in the environmental document. The Environmental Scoping Meeting is a requirement of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

As a means to provide as much information as possible to the public, a Transportation Open House will be held in conjunction with the Environmental Scoping Meeting to provide the public current information on all of the ongoing projects in, or adjacent to, the I-80-680/12 Interchange. These projects include the I-80/680/12 Interchange project, North Connector project, SR12 Jameson Canyon project, I-80/680 Widening (Auxiliary Lane) project, SR12 West Truck Climbing Lane project, I-80/I-680/I-780 Transit Study, and the Solano Bikeway Extension Feasibility Study. Additionally, information on the Carquinez Bridge and Benicia-Martinez Bridge projects will also be available. The goal of the Open House is to provide the public as much information as possible in one location. The public will have the chance to ask questions of personnel from Caltrans, the STA, local agencies and project consultants.

Over 2000 invitations have been sent to residents and businesses in the area, property owners, homeowner's associations and public officials.

The Transportation Open House and North Connector Environmental Scoping Meeting will be held on Thursday, March 6, 2003, from 5:30 to 8:30 p.m. at Nelda Mundy Elementary School, 570 Vintage Valley Drive in Fairfield. The Open House is scheduled from 5:30 – 7:00 and the Environmental Scoping Meeting will start at 7:00. A report on both meetings, including a summary of comments received from the public, will be presented at the April STA Board of Directors Meeting.

Fiscal Impact:

There is no impact to the STA General Fund. The Environmental Phase for the North Connector project is funded through a \$3,000,000 Traffic Congestion Relief Program (TCRP) grant from the State.

Recommendation:

Informational.

Attachment

A. Meeting Materials

Informational Open House on Solano County Transportation Projects & North Connector Project Environmental Scoping Meeting

Welcome to the Informational Open House on Solano County Transportation Projects and North Connector Project Environmental Scoping Meeting. The purpose of this meeting is to update the community on critical transportation projects in the vicinity of the I-80/I-680/SR12 Interchange area and to formally take comments on issues and alternatives for consideration in the North Connector Project environmental evaluation.

During the Open House segment, please visit the informational stations to learn more about the status of various transportation projects and explanations for how they all fit together. Staff is available to discuss the projects and answer questions. Comment cards are also available if you would like to provide written input. The North Connector Project Environmental Scoping Meeting followed by a comment session will start at 7:00 PM.

DRAFT

AGENDA

OPEN HOUSE ON SOLANO COUNTY TRANSPORTATION PROJECTS

5:30 PM Open House All
 • Program on Reverse Side

NORTH CONNECTOR PROJECT ENVIRONMENTAL SCOPING MEETING

7:00 PM	Opening Remarks	Karin MacMillan, <i>Mayor of Fairfield & STA Board Vice Chair</i> John Silva, <i>Solano County Board of Supervisors & STA Board Member</i>
7:10 PM	Introductions/Meeting Objectives	Ben Strumwasser, <i>Public Affairs Management</i>
7:15 PM	North Connector Project Presentation • Project Description • Environmental Evaluations	Michael Duncan, <i>Solano Transportation Authority</i> Scott Steinwert, <i>Public Affairs Management</i>
7:35 PM	Comment Session	All
8:20 PM	Next Steps	Ben Strumwasser
8:30 PM	Adjourn	

*Thank you for taking the time to attend tonight's
 Informational Open House on Solano County Transportation Projects
 & North Connector Project Environmental Scoping Meeting.*

Questions or Comments?
 Contact Michael Duncan, STA Director of Projects, at (707) 424-6075
 For project information visit www.solanolinks.com



PROGRAM

Informational Open House on Solano County Transportation Projects

The following stations include informational exhibits and a chance for you to speak with project staff, ask questions and make comments:

STATION 1: WELCOME

- ... Please sign-in and collect meeting handouts at this station and then take a moment to visit the various project information stations. At each station you will have an opportunity to review and discuss project status.

STATION 2: OPEN HOUSE INTRODUCTION

- ... Station 2 shows the I-80/I-680/I-780 Study Area, the key goals and upcoming projects resulting from the study.

STATION 3: I-80/I-680/SR12 INTERCHANGE PROJECT

- ... Station 3 includes a description of the **I-80/I-680/SR 12 Interchange Project**. Exhibits highlight the schedule, alternatives identified during the initial Corridor Study, environmental considerations and an aerial map illustrating the project's boundaries. Also included here is information on the **Truck Scale Relocation Study** that is being conducted as part of this project.

STATION 4a: JAMESON CANYON & SR12 WEST TRUCK CLIMBING LANE

- ... Station 4a details the **Jameson Canyon and SR 12 West Truck Climbing Lane** projects. Project description, boundaries and status are described and available for review.

STATION 4b: I-80 WIDENING (AUXILIARY LANE) & BENICIA-MARTINEZ BRIDGE

- ... Station 4b provides project descriptions and timelines for the **I-80 Widening (Auxiliary Lane) Project** and **Benicia-Martinez Bridge Project**.

STATION 5: NORTH CONNECTOR

- ... Station 5 focuses on the **North Connector Project**. This station includes a description of the project, purpose and need, environmental process/schedule and considerations, costs and funding as well as an aerial map of the project's study boundaries.

STATION 6: I-80/I-680/I-780 CORRIDOR & TRANSIT STUDY

- ... Station 6 features the **I-80/I-680/I-780 Corridor & Transit Study**. Both studies are just being initiated. Learn more about what will be considered over the next year.

STATION 7: OTHER RELATED PROJECTS

- ... Station 7 describes a number of projects including the **Solano Bikeway Extension Feasibility Study**. This project is being coordinated with the proposed North Connector and other area projects. Also included here are exhibits on the **Benicia Intermodal Transportation Station** and the three **Rail Studies** being conducted in the area.

Thank you for your interest and participation in these important transportation projects. Review the "How to Stay Involved" board to learn more about continued involvement.

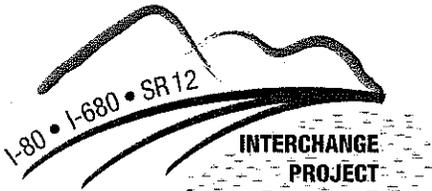
*Working with you to solve Solano
County's Transportation Challenges*

**You are invited to learn more
about transportation projects
planned in your community.**

THURSDAY, MARCH 6 5:30 - 8:30 PM



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We want to hear from you.

Please join us Thursday evening,
March 6, 2003, at the Nelda Mundy
Elementary School in Fairfield
to discuss plans to:

- Reduce congestion
- Improve local circulation
- Accommodate future traffic needs

Details inside.

**NORTH
Connector**

Unable to Attend?

Public comments may be mailed to:

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Questions?

For more information please visit
the following Web sites:

Solano Transportation Authority
www.solanolinks.com

City of Fairfield
www.ci.fairfield.ca.us

Or contact Michael Duncan,
Director of Projects
Solano Transportation Authority
at 707.424.6075 or
mduncan@sta-snci.com



The Solano
Transportation
Authority



California
Department of
Transportation



invite you to attend one or both of the following events on

Thursday, March 6, 2003

5:30 to 8:30 PM

Nelda Mundy Elementary School

570 Vintage Valley Drive, Fairfield

(off Mangels Boulevard)

OPEN HOUSE 5:30 - 7:00 PM

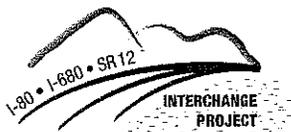
Transportation Projects Planned in Your Community

Come learn more about transportation projects planned in your community. The Open House is an informal opportunity for you to talk directly with staff about the following transportation projects:

- I-80/I-680/SR 12 Interchange Project
- North Connector Project
- SR12 Jameson Canyon Project
- I-80/I-680 Widening (Auxiliary Lane) Project
- SR12 West Truck Climbing Lane
- I-80/I-680/I-780 Transit Study
- Solano Bikeway Extension Feasibility Study

Drop by anytime during the Open House to visit informational stations that will include descriptions, maps and other details about the projects.

Attendees are encouraged to stay for the North Connector Scoping Meeting, starting at 7 PM.



The I-80/I-680/SR 12 Interchange Project will design and environmentally clear improvements to the interchange area. Enhancements are planned to improve local circulation, reduce congestion and increase future corridor capacity by upgrading the freeways, interchanges and the local roadway network within this vicinity. The formal environmental scoping meeting for this project will occur later this year.

The other transportation projects presented during the open house will coordinate with and augment the I-80/I-680/SR 12 Interchange Project.

SCOPING MEETING 7:00 - 8:30PM

North Connector Project Environmental Scoping Meeting

The North Connector Environmental Scoping Meeting will follow the informational Open House. A brief presentation at 7:00 PM on the project will be followed by a public comment session.

This meeting is part of the formal scoping process for the North Connector Project and is a requirement under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

The purpose of the scoping meeting is to provide a description of the North Connector Project and to allow the public to provide input regarding the range of issues and alternatives to be studied in the environmental document.

Scoping comments must be submitted by March 31, 2003, to be included in the environmental record.

NORTH Connector

The North Connector Project will design and environmentally clear improvements to local circulation in the project area by creating a four mile, two- to four- lane, east/west arterial connection in the City of Fairfield and Solano County between Abernathy Road and the SR 12 West/Red Top Road intersection.

The project will:

- Construct a new roadway between Abernathy Road and Suisun Valley Road, which will connect to Business Center Drive, and;
- Extend Business Center Drive to the west as a two-lane roadway to connect with SR 12 West at the existing Red Top Road.



Individuals who require a disability-related 136 gation or accommodation should contact Kim Cassidy at 707.424.6075 during regular business hours, at least 24 hours prior to the time of the meeting.



DATE: March 4, 2003
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, Segments 2-7
4) I-80/I-680/I-780 Transit Corridor Study
5) Caltrans Auxiliary Lanes Project
6) Highway 37
7) Highway 12 (Jameson Canyon and 12/29 Interchange)
8) Highway 12 (East)
9) I-80 Widening (Dixon to Vacaville)

Background:

Governor Gray Davis has recommended a number of budget cuts that have a direct impact on transportation and potentially on transportation projects within Solano County. In December, the governor recommended that transfers from the General Fund to the Transportation Congestion Relief Program (TCRP) be suspended for the remainder of FY 2002-03 and for all of FY 2003-04. The TCRP funds the I-80/I-680/SR 12 environmental studies, the purchase of a ferry, and local streets and roads improvements. Because of the governor's proposal and the unknown impact the State budget deficit may have on the State Highway Account (SHA), the California Transportation Commission (CTC) placed a moratorium on allocations of new funds to any project until April 2003. The CTC is gathering information from all regions of the State in an effort to develop a strategy for allocating funds to projects.

Discussion:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The current State budget deficit potentially jeopardizes projects receiving State funding. The status of funds for the following projects could change depending on actions by the Legislature and governor and policies developed by the CTC for allocation funds from the State Highway Account.

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. A joint venture of MTCo/Nolte was selected for the I-80/680/12 Interchange PA/ED. The kick-off meeting for project was held on October 17, 2002 and work is underway. The study to evaluate the truck scales relocation is also included in this project and is underway. The truck scales relocation study is scheduled for completion in Spring 2003. The PA/ED phase of this project will not be complete until late 2006.

2) *North Connector PA/ED*. The environmental phase of this project is also totally funded by a TCRP grant (\$2.7M) and funds have been allocated by the CTC. Korve Engineering was selected for the PA/ED phase for the North Connector. The kick-off meeting for the project was held in conjunction with the Interchange project on October 17, 2002 and work is underway. The Environmental Scoping Meeting is scheduled for March 6, 2003. The PA/ED phase of this project is scheduled for completion in December 2004.

3) *I-80I-680/I-780 MIS/Corridor Study, Segments 2-7*. This project is funded with a State Planning and Research (SP&R) grant for \$300,000, STIP Planning, Programming and Monitoring (STIP-PPM) funds for \$60,700, and Federal Surface Transportation Program (STP) funds for \$380,000. The STIP-PPM funds, STP funds and SP&R funds are all available to initiate the study. Korve Engineering, Inc. was selected to complete this last phase of the I-80/680/780 Corridor Study. The operational analysis part of this study will facilitate integrating all segments of the corridor into a final summary document that recommends project phasing for the whole corridor, emphasizing lane balance throughout the corridor, not just in individual segments. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study (see below) and the Truck Scales Relocation Study into recommendations for the corridor. The study is scheduled to start in February 2003.

4) *I-80/I-680/I-780 Transit Corridor Study*. This project is funded with a State Planning Congestion Relief Program (PCRCP) 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 will evaluate transit needs for the entire interstate corridor and develop detailed, multi-modal implementation strategies and cost estimates along the entire corridor. The study started in February 2003 and will be closely coordinated with the I-80/680/780 Corridor Study.

5) *Caltrans Auxiliary Lanes Project*. Caltrans is the project manager for this project. It is funded through the Interregional Transportation Improvement Program (ITIP) for \$19M. Design for this project was completed in November 2003 with a proposed construction start in Spring 2003; however, this project was not included in the Interim TIP and could not proceed. Approval of the 2003 TIP allows this project to proceed to construction in Summer 2003 if funds are allocated by the CTC. 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.

6) *Highway 37*. Phase 2 is under construction and proceeding on schedule. Phase 3 will complete the four-lane freeway from the end of Phase 2 and construct an interchange at the SR37/29 intersection. The project is fully funded with \$62M in ITIP and STIP funds that have been allocated by the CTC. The contract for the work was awarded in December 2002 and construction is scheduled to start in February 2003. A \$5.4M claim has been filed for additional work and differing site conditions on the sewer work previously completed. Resolution of this claim is in arbitration. (Please see attached report from Collison Engineering for more information).

7) *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 have been allocated by the CTC; however, this project has been identified by Caltrans for potential deprogramming of funds. The environmental phase of this project is being coordinated with efforts for the I-80/680/12 Interchange and the North Connector projects to ensure consistency of the three

environmental documents. (Please see attached report from Collison Engineering for more information).

8) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. Two of the projects provide profile improvements and shoulder widening to correct safety deficiencies. These projects are in the preliminary design phase. The third project to replace the Round Hill Creek Bridge is complete except for minor items. (Please see attached report from Collison Engineering for more information).

9) *I-80 Widening (Dixon to Vacaville)*. The project is in the PA/ED phase with Caltrans. The environmental and design phases of this project are funded with \$9M in ITIP funds; however, this project has been identified by Caltrans for potential deprogramming of funds. A Value Analysis report was distributed in October for review by Dixon, Vacaville, Solano County and the STA. Comments provided by all of these agencies are in review by Caltrans. A final Value Analysis meeting is scheduled for March 17th to determine if any of the proposed alternatives are acceptable. (Please see attached report from Collison Engineering for more information).

Recommendation:
Informational.

Attachment A: Project Status Reports – Collison Engineering

PROJECT STATUS REPORTS - OCT, NOV, DEC 2002 & JAN 2003

(Please note that bold type indicates new or edited items)

HIGHWAY 37

Background:

- The Hwy 37 Project is divided into two phases:
 - a) Phase 2 includes "4-laning" from Napa River bridge to the Hwy 29 intersection.
 - b) Phase 3 includes the Hwy 37 / Hwy 29 Interchange
- **Phase 2 is currently under construction. Construction started in March 2002 and completion is anticipated in January 2005.**
- **The contract for Phase 3 was awarded to OC Jones (who also have Phase 2). Construction is scheduled to start in February 2003, and completion is scheduled for December 2005.**
- Preparatory work for this project included a sewer relocation project by Vallejo Sanitation & Flood Control District (VSFCD).

Recent Activity:

- **Phase 2 construction is generally going satisfactorily. Some of the surcharged areas have tension cracks, and will be completed after June 2003 with lightweight fill.**
- **Phase 3 construction will be performed by the same contractor as Phase 2.**
- **VSFCD and contractor Rados Construction have settled the contractor's claim by mediation. Caltrans has agreed to reimburse VSFCD a total of \$3M for this claim.**

Next Steps:

- **Continue construction of Phase 2.**
- **Start construction of Phase 3.**

Issues:

- **Caltrans has agreed to pay \$3M to VSFCD for their share of Rados Construction's claim.**

Action Items:

- **Monitor the construction of the phase 2 project.**
- **Monitor the construction of the phase 3 project.**

Comments:

- **Caltrans initially offered to pay \$2.4M to VSFCO for their share of Rados Construction's claim, but has now agreed to pay \$3M.**
- **It is uncertain at this time if Caltrans will approach STA for the above \$3M. Caltrans staff unofficially advised STA to "keep a low profile" on this issue.**
- **If Caltrans does ask for more money, STA can argue that it should be paid out of contingency funds.**

HWY 12 (JAMIESON CANYON) & 12/29 INTERCHANGE

Background:

- Caltrans is preparing PA&ED (Project Report and Environmental Document) to "4-lane" Highway 12 through Jamieson Canyon from the intersection with Red Top Road (adjacent to I-80) to the intersection with SR 29. The Project includes the 12/29 and Red Top Road interchanges.
- Caltrans original schedule anticipated environmental clearance in 2005, and construction in 2009. STA and NCTPA are working with Caltrans to accelerate this schedule.
- **Funding for construction has not been identified.**

Recent:

- Caltrans has prepared three alternatives for Hwy 12, all closely based upon the existing alignment. Median widths for the alternatives are 23m (75'), 13.8m (45'), and 6.6m (22'). STA & NCTPA will continue to encourage Caltrans to consider lesser median widths thereby reducing costs and impacts.
- Caltrans is currently working on frontage road designs and accesses for property owners.
- Caltrans has received replies from 115 of the 118 property owners. 103 property owners have granted rights of entry to Caltrans, and 12 have denied them.
- Caltrans has decided to continue preparing the project without the 15 outstanding properties, and to accept some degree of attendant risk. One of the risks is the possibility that FHWA would not sign off on an Environmental Document without studies on the 15 parcels. Caltrans can justify proceeding with the project because of the similarity between the outstanding parcels and the adjacent studied parcels on each side.
- Caltrans is also looking at concurrently pursuing legal proceedings to acquire the outstanding rights of entry. However, even if successful, the legal process could result in delays to the project.
- **Caltrans staff assured the joint CMA meeting in February 2003 that they are pushing to continue with this project. Caltrans HQ was considering this project as one of the candidates for cancellation due to the budget crisis.**
- **Caltrans is preparing four alternatives for the 12/29 Interchange including a partial cloverleaf, a flyover, a tight diamond, and a singlepoint interchange. The draft alignments are complete, and the profiles are being prepared.**

- **Caltrans has hired URS to help complete the environmental studies by Sept/Oct 2003.**
- **FHWA said it was not necessary to re-issue the NOI to include the 12/29 and Red Top Road Interchanges.**
- **FHWA said the no-build alternative should assume construction of adjacent projects only if the funding is in the RTP.**
- **No fairy shrimp surveys are required.**

Next Steps:

- **Caltrans has delayed the VA study until March 2003 so they can complete the preliminary plans for the Red Top Interchange.**
- **Need to start legal proceedings against the 15 uncooperative property owners, but Caltrans has not yet allocated any legal staff because of other priorities.**
- **Need to set up meeting with resource agencies and get concurrence on the approach of proceeding with studies without access to 15 parcels.**

Issues:

- **The critical path for this project is obtaining concurrence from the resource agencies that the environmental studies are adequate (with rights of entry and studies on 103 parcels out of a total of 118). This issue will be discussed at the NEPA/404 meeting with the resource agencies. Caltrans will not schedule this meeting until the "need and purpose" has been reviewed and approved. Caltrans thinks the current "need and purpose" is weak and is waiting for new traffic data scheduled for February 2003. It is anticipated that the NEPA/404 meeting will be held mid to late March 2003.**
- **Coordination with I-80 / I-680 project and north connector project. Consistency for the three Environmental Documents is critical.**
- **To complete the draft environmental document by the end of 2003, the technical reports will be required by May 2003. The various Caltrans functional units are aware of these dates, but are not confident of meeting this accelerated schedule.**
- **Napa County's interim project to improve the Hwy 12/29 intersection is proceeding in expectation of securing funding from Caltrans. Construction scheduled for 2004. Caltrans committed (January 2002) to provide construction funding either through a mid term SHOPP cycle or using G13 funds.**

Action Items:

- **Monitor contacts with FHWA to confirm their “buy in” on project scope, rights of entry, and “purpose & need”.**
- Continue to work with Caltrans to identify potential cost and schedule reductions.
- Continue to coordinate with the adjacent North Connector & I80/680 Interchange projects.
- Continue to encourage Caltrans to prepare draft environmental studies by fall 2003.
- Monitor progress of technical reports (needed by May 2003).
- Reconfirm Caltrans commitment (January 2002) to provide 2004 construction funding for the interim 12/29 intersection.

Comments:

- **Even if the budget situation results in delays to later phases of this project, it is very important to continue the project to completion of PA/ED (at least). If the project is postponed or abandoned now, then all the work so far would be wasted (approximately \$2M).**
- **Caltrans is still not satisfied with the “need and purpose” for this project and is waiting for updated traffic data. They do not want to schedule the NEPA/404 meeting with the resource agencies until they have a strong “need and purpose”.**
- **The meeting with the resource agencies is important to verify that they concur with the decision to continue with the environmental studies without access to all the parcels.**
- **The expedited environmental schedule is less critical since funding for the later phases is less likely to be available in the near term.**

• HIGHWAY 12 (EAST) PROJECTS

This work has been divided into 3 separate projects:

- 1) EA OT0900 – Road Rehabilitation from Scandia to Denverton Overhead (6.8 miles).
- 2) EA OT1010 - Road Rehabilitation from Denverton Overhead to Currie Road (5.9 miles).
- 3) EA OT1021 – Replacement of Round Hill Creek Bridge.

Background:

- EA OT0900 – Scandia to Denverton – the project consists of road rehabilitation, profile improvement, shoulder widening, drainage modifications.
- EA OT1010 – Denverton to Currie – the project consists of overlay, profile improvement, turn lane, intersection widening, drainage modifications.
- EA OT1021 – Replacement of Round Hill Creek Bridge – this was originally part of the Denverton to Currie section but required an expedited schedule.

Recent Activity:

- **Caltrans reports that the Fairy Shrimp surveys are in progress but not yet complete.**
- **Based on the initial findings Caltrans wants to modify the alignments to avoid fairy shrimp mitigation measures.**
- EA OT0900 – Scandia to Denverton – preliminary design is underway; NegDec/FONSI under preparation. **Schedule for completion of PA/ED is still October 2004, with completion of construction scheduled for June 2008.**
- EA OT1010 – Denverton to Currie – preliminary design is underway; NegDec/FONSI under preparation. **Schedule for completion of PA/ED is still October 2004, with completion of construction scheduled for June 2008.**
- EA OT1021 – Replacement of Round Hill Creek Bridge. **The construction is essentially complete, with about two weeks of punch list items outstanding. Completion is dependent upon getting two weeks of fine weather. The project is significantly ahead of the scheduled completion date of Sept 2003.**

Next Steps:

- EA OT0900 – Scandia to Denverton – prepare preliminary design and NegDec/FONSI. **Modify alignment to reduce mitigation requirements.**

- EA OT1010 – Denverton to Currie – prepare preliminary design and NegDec/FONSI. **Modify alignment to reduce mitigation requirements.**
- EA OT1021 – Replacement of Round Hill Creek Bridge – **complete punch list items.**

Issues:

- EA OT0900 – Scandia to Denverton – mitigation is required for fairy shrimp and therefore the alignments are being modified to reduce mitigation. Schedule is unchanged - PA & ED complete in 2004, construction 2006 to 2008.
- EA OT1010 – Denverton to Currie – mitigation is required for fairy shrimp and therefore the alignments are being modified to reduce mitigation. Schedule is unchanged - PA & ED complete in 2004, construction 2006 to 2008.
- EA OT1021 – None.

Action Items:

- Continue to monitor project progress and identify any critical issues.

Comments:

- EA OT0900 – Scandia to Denverton – total anticipated cost is \$11.5M. Amount of allocated funding is \$8.5M. Apparent shortfall of \$3M. The fairy shrimp survey has become the critical path for this project.
- EA OT1010 – Denverton to Currie – total anticipated cost is \$25M. Amount of allocated funding is \$25M. The fairy shrimp survey has become the critical path for this project.
- EA OT1021 – Replacement of Round Hill Creek Bridge – total anticipated cost is \$1.7M. Amount of allocated funding is \$1.7M. **Construction essentially complete, only punch list items remain.**
- **The current California budget crisis has resulted in future funding for all projects to be limited. This project, like most others, is being scrutinized to determine if the funding will be cancelled.**

I-80 DIXON WIDENING

Background:

- Project scope includes widening I-80 from 6 lanes to 8 lanes from Vacaville to Dixon (i.e. closure of gap in 8-lane freeway). The widening will be from Meridian Road in Vacaville to Pedrick Road in Dixon
- The work will include widening the freeway to the outside, and probably upgrading the median & the barriers.
- There are two other projects scheduled at this location:
 - a) Median Barrier Project – to remove existing cable barrier and replace with temporary K-rail.
 - b) Solano Rehab. Project (a.k.a. Long Life Pavement) – to replace the outside (i.e. truck) lane with heavy-duty long-life pavement.

Recent Activity:

- Caltrans is preparing the Environmental Document and the Project Report (PA/ED). Three alternatives are being studied:
 - a) Widen freeway to outside, improve median to full standards.
 - b) Widen freeway to outside, construct 10' wide inside shoulders, leave K-rail in median.
 - c) Widen freeway to outside, leave median untouched.
- Caltrans held a Value Analysis (VA) meeting on August 20, 2002 in Vacaville.

Next Steps:

- **Caltrans is planning to hold a final VA meeting in February 2003.**

Issues:

- **Caltrans is evaluating this project in the light of the budget crisis.**
- **Project funding for construction (\$51M) has not been allocated.**
- **The completion of PA/ED has been delayed to January 2005.**
- **Caltrans design team understands the need to preserve the oleanders in the areas required by the local cities.**

Action Items:

- Need a consensus on how to deal with the oleanders in the medians. The decision will be based upon the VA study, and

may result in different oleander treatments within the cities of Vacaville and Dixon.

- **Need to monitor the Long Life Pavement project and persuade Caltrans to combine it with this project, insofar as the schedules and priorities are compatible.**

Comments:

- **Caltrans is evaluating all their projects in the light of the budget crisis. This project is under scrutiny and a possible candidate for cancellation.**
- **The project is currently moving forward although the schedule has been delayed approximately 18 months because of Caltrans staffing problems.**
- **The PA&ED is now scheduled to be complete in January 2005.**
- **Construction funding has not been allocated.**
- There is a \$12M SHOPP-funded safety project to replace the existing cable barrier with temporary K-rail (on both sides of the oleander). PA/ED due December 2003, PS&E due December 2004.
- It is possible (and desirable) that the design phases of the I-80 Widening Project and the Long Life Pavement Project could be merged into a single project. Combining the projects would result in significant cost savings and considerably less disruption to traffic.



DATE: March 4, 2003
 TO: STA Board
 FROM: Robert Guerrero, Associate Planner
 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.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
2003-2004 Solano Transportation Fund for Clean Air (TFCA) Program	Robert Guerrero, STA (707) 424-6014	March 12, 2003*
Active Living Policy and Environmental Studies (ALPES) Grant Program	Robert Wood Johnson Foundation at www.rwjf.org	May 16, 2003
Safe Routes to Schools Program (4 th Cycle)	Hin Kung, Caltrans District 4, (510) 286-5234	May 30, 2003
2003-04 Regional Transportation Fund for Clean Air Program	Karen Chi, BAAQMD, (415) 749-5121	June 2003 (Actual Due Date To Be Determined by BAAQMD)

*Please note revised due date



FUNDING OPPORTUNITY:

**2003-2004 Solano Transportation Fund
for Clean Air Program
(40% Program Manager Funds)**

Applications Due: March 12, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Solano Transportation Fund for Clean Air is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and colleges located in the Solano County portion of the Bay Area Air Basin.

Program Description: This program provides grants to local agencies for clean air projects.

Funding Available: Approximately \$350,000 is available for FY 2003-04.

Eligible Equipment: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

Further Details: Contact the Solano Transportation Authority for application material, program guidelines, and any other additional information about the Solano Transportation Fund for Clean Air.

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

Active Living Policy and Environmental Studies Grant Program (ALPES)

Final applications due May 16, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Local, state or regional agencies. Health Care coalitions, local advocacy groups, parks and recreation agencies, churches and community centers, as well as other nonprofit or government agencies can apply in partnership with appropriate local, state or regional government agency.

Program Description: The ALPES research program is designed to identify and evaluate environmental factors and policies with a potential to substantially increase levels of physical activity in communities among Americans of all ages, incomes and ethnic backgrounds.

Funding Available: \$3.5 million is available for research grants. The maximum grant amount per project will be \$600,000 over three years.

Eligible Projects: Projects that examine community design variables that have been proposed to contribute to physical activities such as accessibility to destinations (schools, transit facilities, etc.), functionality of pedestrian and bicycle infrastructure, and safety from traffic and crime. See program website for a comprehensive summary of eligible projects.

Further Details: More information is available at www.rwjf.org. Preliminary proposals can be submitted online at www.alpes.ws.

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014



FUNDING OPPORTUNITY:

Safe Routes to Schools Program (4th Cycle)

Applications Due: May 30, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Safe Routes to School Program (SR2S) funds 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: City and County Agencies, Regional Transportation Planning Agencies, and/ or any government agency authorized to construct improvements on public roads or facilities.

Program Description: Caltrans administers the Safe Routes to School Program and use federal funds for construction of bicycle, pedestrian safety, and traffic calming projects. SR2S guidelines and application is currently being revised, but the guidelines from the 3rd cycle may be viewed at www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm.

Funding Available: Approximately \$22 million is available this year. This program requires a 10% local match.

Eligible Projects: Project categories include: sidewalk improvements, traffic calming & speed reduction, pedestrian/ bicycle crossing improvements, and traffic diversion improvements.

Program Contact Person: Hin Kung, Caltrans District 4, (510) 286.5234

STA Contact Person: Robert Guerrero, STA Associate Planner (707) 424-6014. rguerrero@STA-SNCI.com.



FUNDING OPPORTUNITY:

Regional Transportation Fund for Clean Air Program

Applications Due June 2003
(Actual Due Date To Be Determined By The BAAQMD)

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun City, and Vallejo, the County of Solano, and school districts and universities in the Bay Area Air Basin.

Program Description: This is a regional air quality program to provide grants to local and regional agencies for clean air projects.

Funding Available: Approximately \$10 million is available to the Bay Area.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

Program Contact Person: Karen Chi, BAAQMD, (415) 749-5121

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