



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, April 9, 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** Chair Spring

**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 Coglianese 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 Halls

**V. COMMENTS/UPDATE MTC, CALTRANS AND STAFF**  
(6:15- 6:30 p.m.)

**A. MTC Report**

**B. Caltrans Report** Yader Bermudez

**C. Discussion of Assessment of Measure E Expenditure Plan** DJ Smith, Smith and Watts

**VI. CONSENT CALENDAR**

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

(6:30-6:35 p.m.) – Pg 13

**A. Approve STA Board Minutes of March 12, 2003** Kim Cassidy  
– Pg 15

**B. Approve Draft TAC Minutes of March 26, 2003** Kim Cassidy  
*Recommendation: Receive and file. – Pg 21*

**C. Community Based Organizations (CBO) Transit Planning Grant** Elizabeth Richards  
*Recommendation: Authorize the Executive Director to enter into a funding agreement with MTC to accept a Community Based Transportation Planning (CBTP) grant in the amount of \$80,000 – Pg 27*

**D. Acquisition of Solano Paratransit Vehicles Under Federal Transit Administration Section 5310 Grant Application** Robert Guerrero  
Jennifer Tongson  
*Recommendation: Approve the attached Resolution for Acquisition of Solano Paratransit Vehicles Under the Federal Transit Administration Section 5310 Grant Application Program – Pg 29*

**E. Consolidated Claim for FY 2003-04 TDA Article 3 Funds for Solano County** Robert Guerrero  
*Recommendation: Approve the attached Resolution and authorize the Executive Director to submit the FY 2003-04 Solano TDA Article 3 Coordinated Claim to MTC – Pg 33*

**F. Final Transportation/Land Use "Toolkit" for Distribution at the April 11, 2003 "Partners in Planning"** Dan Christians

**Conference**

*Recommendation: Approve the final Transportation/Land Use "Toolkit" for release at the "Partners in Planning" Transportation/Land Use Air Quality Conference on April 11, 2003 – Pg 39*

- G. Contract Amendment #2 to the Ferguson Group** Janice Sells  
**Federal Legislative Advocacy**  
*Recommendation: Authorize the Executive Director to extend the contract with the Ferguson Group, LLC, (Amendment #2) for legislative advocacy services through March 31, 2004 at a cost not to exceed \$72,000 – Pg 47*
- H. Accounting Consultant Assistance** Daryl Halls  
*Recommendation: Authorize the Executive Director to retain a consultant to provide accounting services for an amount not to exceed \$10,000 – Pg 59*

**VII. ACTION ITEMS - FINANCIAL**

- A. Amendment to FY 2002/03 Budget** Daryl Halls,  
**and FY 2003/04 Budget** Nancy Whelan  
*Recommendation: Approve the amendments to the FY 2002/03 and 2003/04 budget as specified in the attachments (6:35-6:40 p.m.) – Pg 63*
- B. MTC/CMA Partnership – Transportation/Land Use** Daryl Halls  
**Work Plan**  
*Recommendation: (6:40-6:45 p.m.) – Pg 67*

**VIII. ACTION ITEMS – NON FINANCIAL**

- A. Request for Proposals for Senior and** Robert Guerrero  
**Disabled Transit Study**  
*Recommendation: Authorize the Executive Director to issue a Request for Proposals for the Senior and Disabled Transit Study (6:45-6:50 p.m.) – Pg 85*
- B. MTC Unmet Transit Needs Process** Elizabeth Richards  
**Response for Solano County**  
*Recommendation: Authorize the Executive Director to submit the attached summary response to the MTC FY2003-04 Unmet Transit Needs preliminary issues and authorize submittal to MTC (6:50-6:55 p.m.) – Pg 95*

**C. STA Input into 2004 RTP -  
Strategic Planning Master Calendar**

Dan Christians

Recommendation: Approve the following:

1. *Reconvene the Arterials, Highways and Freeways Subcommittee to review and update the Arterials, Highways and Freeways Element of the CTP, and monitor the development of the I-80/680/780 Corridor Study, the Solano County Traffic Model, Traffic Safety Plan Update and 2003 Congestion Management Plan.*
2. *Reconvene the Transit Subcommittee to review and update the Transit Element of the CTP, and monitor the development of the I-80/680/780 Transit Corridor Study, Senior and Disabled Transit Study, Three Rail Studies (Napa/Solano, Dixon/Auburn, and Contra Costa/Solano), Community Based Organization (Transit) Study, and three STAF funded local transit studies (Fairfield, Rio Vista and Vallejo).*
3. *Reconvene the Alternative Modes Subcommittee to review and update the Alternative Modes Element of the CTP, and monitor the development of the Solano County TLC Program and the updates of the Countywide Bicycle Plan and Pedestrian/Trails Plan.*
4. *Appoint Board Member Len Augustine to serve on the Arterials, Highways and Freeways Subcommittee.*
5. *Direct staff to contact subcommittee members to confirm participation on specified subcommittees. (6:55-7:10 p.m.) – Pg 103*

**D. Legislative Report**

Janice Sells

Recommendation: Approve the following:

1. *AB 1409 (Wolk) – Support*
2. *ACA 9 (Levine) - Support*
3. *SB 91 (Florez) – Watch*
4. *SB 367 (Sher) – Support*
5. *SB 541 (Torlakson) – Watch (7:10-7:15 p.m.) – Pg 141*

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

**A. Transportation Funding Priorities**

Mike Duncan

Informational – Pg 169

**B. Highway 12 SHOPP Program Update**

Mike Duncan

Informational - Pg 187

**C. North Connector Scoping Meeting  
Draft Report**

Mike Duncan

Informational - Pg 189

**D. Caltrans Park and Ride  
Joint Use Agreements**

Elizabeth Richards

Informational – Pg 193

**E. Route 30 Update**  
*Informational* - Pg 197

Elizabeth Richards

**F. Funding Opportunities Summary**  
*Informational* - Pg 199

Robert Guerrero

**X. BOARD MEMBERS COMMENTS**

**XI. ADJOURNMENT**  
(Next meeting: May 14, 2003, Suisun City Hall)



MEMORANDUM

DATE: April 2, 2003  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – April 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.

**CTC Allocation of STIP Funds for I-680/80 Auxiliary Lane Project in Jeopardy\***

In March, California Transportation Commission (CTC) staff released the draft allocation plans for STIP and SHOPP funded projects scheduled to receive funds from the State Highway Account. The plan follows the criteria for prioritization established by the Commission at their March meeting. In addition, the Commission has targeted an allocation of \$600 million for new allocations for the balance of FY 2002/03 (through June 30, 2003) with \$400 million dedicated to SHOPP funds projects and \$200 million for STIP. The #1 STA priority project needing a CTC allocation this fiscal year is the I-680/80 Auxiliary Lane Project. This project is funded through both STIP (\$14.3 million) and SHOPP (\$8.306 million) funds and is scheduled for an allocation vote in May. Based on CTC staff's allocation plan, the entire \$200 million for STIP funded projects will be allocated at the April CTC meeting. Currently, the CTC has the I-680/80 Auxiliary Lane Project recommended to receive an allocation for the SHOPP funds within the confines of the \$400 million in SHOPP funds available, but not to receive the allocation for STIP funds within the \$200 million in STIP funds available. I am currently working with members of the Board, Shaw/Yoder, and our state legislative delegation to obtain CTC support for the allocation of these funds.

**Time to Assess Measure E Expenditure Plan and Prepare for the Future \***

D.J. Smith, Smith/Watts, will be attending the Board meeting to review the list of tasks for his consultant contract to assess the Measure E Expenditure Plan, ordinance, election results and public information effort. This is also an opportunity for the entire STA Board to ask questions and provide input to the consultant and staff prior to the assessment being completed.

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

STA staff has presented this proposed work plan to the Solano City and County Planners Group, Solano City Managers Association, the Solano Mayor's Conference, and the STA's Alternative Modes Subcommittee, Transit Consortium and TAC. A presentation is scheduled before the Solano County Board of Supervisors on April 8<sup>th</sup>. The Bay Area CMA Association has

forwarded the proposed work plan to MTC staff and the proposal is scheduled for consideration by the MTC's Planning and Operations Committee on April 11<sup>th</sup>.

**Planning for the Future/the Next RTP / Planning Master Calendar\***

Dan Christians, Mike Duncan and I have put together a draft Strategic Planning Master Calendar in preparation for the MTC's development of the 2004 RTP and in preparation for implementing the STA Board's priority planning efforts and funding priorities. Staff will provide an overview of the calendar, the specific planning studies and will be requesting Board input prior to finalizing the document.

**"Partners In Planning" Conference Around the Corner\***

Staff, consultants and the Alternative Modes Subcommittee have completed their work developing the Transportation/Land Use Toolkit for the upcoming "Partners in Planning" Conference on April 11, 2003. The Subcommittee met three times to review the documents, provide input and finalize the document. Copies of the draft "toolkit" were distributed to all members of the STA Board, STA TAC, Transit Consortium, and Solano County's Planning Directors last week.

**Highway Update/SR 12 East –SHOPP Projects/North Connector Comments \***

In response to a request from Board Member Marci Coglianese, Mike Duncan has prepared a status report on the SR 12 East – SHOPP projects. Also, a summary of the public scoping meeting for the Northern Connector EIS/R has been provided.

**Budget Amendments for FY 2002/03 and FY 003/04/Accounting Consultant (\*)**

Staff is recommending the Board approve minor amendments to the FY 2002/03 and FY 2003/04 budget to reflect update expenditures, cover recent Board authorized expenditures and to add several new revenues/grants. In addition, I am recommending the Board authorize \$10,000 for the STA to retain some accounting consultant services to aid staff in completing some critical accounting and fiscal functions and tasks.

**STA to Initiate Demo CBO Transit Grant/Senior and Disabled Transit Study \***

Finally, Elizabeth Richards and Robert Guerrero have agendized two new transit studies/grants for Board approval. Both efforts are listed as STA Board priority projects for FY 2002/03 and FY 2003/04.

***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.*

# The Ferguson Group, LLC

1215 K Street ♦ Suite 1905 ♦ Sacramento, CA ♦ 95814  
 Phone (916) 443-8500 ♦ Fax (916) 443-8545

April 2, 2003

## Memorandum

To: Solano Transportation Authority City of Fairfield  
 City of Vacaville City of Vallejo

From: Mike Miller

Re: Client Report

The following is a brief update on March 2003 activity and anticipated Ferguson Group action items in April 2003 on behalf of the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo. Our projects are:

- 80/680 Interchange
- Vallejo Station
- Jepson Parkway
- Fairfield/Vacaville Station

### 1. Capitol Hill Update.

As reported last month, the House deadline for submitting T3 requests for consideration was March 14<sup>th</sup>. STA's project requests were submitted to our congressional delegation for consideration.

The House Transportation Appropriations Committee's deadline for project requests is April 11<sup>th</sup>. STA's project requests have already been submitted to our congressional delegation – both House and Senate – for consideration.

The following bullets outline key activities of Congress and the Administration related to T3 and transportation appropriations.

- House Transportation and Infrastructure Chairman Don Young (R-AK) outlined a \$375 billion T3 bill – a 72 percent increase over the \$218 billion baseline TEA-21 funding level.<sup>1</sup>
- In light of a heavy workload – especially due to the war in Iraq – there is considerable talk on Capitol Hill about whether Congress can pass T3 prior to TEA-21's September 30<sup>th</sup> expiration. One scenario presented would be to pass a two-year reauthorization bill. This would obviously disrupt state and local long-range project planning.

<sup>1</sup> \$218 billion does not reflect post-passage adjustments, such as RABA funding, which increased actual transportation spending significantly higher.

- Chairman Young said he may push for a 12 cent/gallon gas tax increase implemented over the next six years, taking the tax from 24.4 cents to 35.2 cents. He said he would also push for a similar diesel fuel tax increase. The Administration and other top-ranking Republicans in Congress apparently do not share Chairman Young's enthusiasm for a gas tax increase. OMB has indicated the President will not support a tax increase, and House Ways & Means Committee Chairman Bill Thomas (R-CA) is already on record in opposition. House Majority Leader Tom Delay (R-TX) is also opposed to a gas tax increase. Chairman Wayne Allard (R-CO), Chairman of the Senate Housing and Transportation Subcommittee is similarly on record as opposing a gas tax increase.
- The Administration is apparently almost ready to release its T3 proposal. Known in draft form as the Safe and Flexible Transportation Efficiency Act (SAFETEA), the plan is said to emphasize highway safety programs. Congress is reacting negatively to the draft circulated on Capitol Hill. Chairman Young called the proposal a "non-starter" for lack of adequate highway and transit funding. There is similar opposition on the Senate side.

## **2. March 2003 – Activities.**

- Track reauthorization activities in Congress and in the Administration – monitor Administration and key congressional public statements regarding T3 status and priorities.
- Submit all required T3 and appropriations forms in advance of all deadlines.
- Track congressional appropriations activities.
- Identify targets for May DC meetings.
- Continued communications with congressional delegation regarding protecting FY 2004 appropriations requests.

## **3. April 2003 – Action Items.**

- Track T3 Member Projects submission.
- Track appropriations legislation and recommend STA communications with congressional offices when appropriate.
- Schedule May DC meetings.
- Continue briefing key congressional staff regarding our T3 projects.
- Advise STA regarding communications with congressional offices supporting our requests.

<b><i>Project</i></b>	<b><i>Request</i></b>	<b><i>Status</i></b>
Interstate 80 / 680 Interchange Project	T3 request \$50 million.  FY04 request \$50 million – highway construction.	T3 request submitted to Rep. Tauscher, Rep. Miller, and Rep Thompson.  FY04 request submitted to Rep Tauscher and Rep Miller.
Vallejo Station	T3 request \$10 million.  FY04 \$10 million request – Transportation Appropriations – Ferry & Ferry Facilities Account.	T3 request submitted to Rep. Miller and Rep. Tauscher.  FY04 request submitted to Rep. Miller.
Jepson Parkway Project (I-80 Reliever Route)	T3 request \$23 million.  FY04 request \$23 million – Transportation Appropriations – highway construction.	T3 request submitted to Rep. Tauscher and Rep. Miller.  FY04 request submitted to Rep Tauscher and Rep. Miller.
Fairfield – Vacaville Station	T3 request \$16 million.  FY04 \$16 million request – Transportation Appropriations – Bus & Bus Facilities Account.	T3 request submitted to Rep. Tauscher and Rep. Miller.  FY04 request submitted to Rep Tauscher.



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

**April 9, 2003**

To: Board Members, Solano Transportation Authority (STA)  
Daryl Halls, Executive Director

Fm: Shaw / Yoder, Inc.

**RE: STATUS REPORT**

**General Outlook**

The State continues to deal with the massive budget deficit, estimated to be \$34.6 billion by the Governor. Despite the budget problem, the Legislature is choosing to defer the major discussions on the matter until after the release of the May Revise, the final projection of revenue for the state based on the most recent tax collections. The cost for inaction by the Legislature continues to mount. The Legislative Analyst's Office recently estimated the state has accumulated more than \$2 billion in additional debt since January, 2003 by not responding to the budget crisis sooner.

Despite the general inaction, policymakers with specific jurisdictions have been meeting to discuss budgetary "next steps". In particular, transportation staff from the Legislature, Administration and the Legislative Analyst's Office have been meeting weekly to determine the fate of transportation revenue. There has also been one joint hearing of the Assembly's Transportation Committee and Budget Subcommittee Number 5, which has oversight of transportation revenue, to discuss potential remedies to the potential crisis facing transportation funding (STA staff has a copy of our memorandum on this meeting).

The most promising results of these meetings, thus far, has been the public and private comment by policymakers that suspending Proposition 42 and reverting all available general fund revenue currently in various transportation accounts back to the state is not preferable. Many recognize there may be a potential need to ultimately do so to balance the budget, yet are looking at various alternatives other than completely eliminating projects from future consideration.

Alternatives to this scenario may surface as the result of increased revenue associated with the higher gasoline prices the state is currently experiencing. Some analysts anticipate the higher cost of fuel could generate anywhere between \$300-\$700 million *above* the initial estimate of revenue associated with Proposition 42, pegged at \$1.05 billion.

This would allow policymakers to capture this added revenue to maintain projects within the Traffic Congestion Relief Program, yet still utilize the \$1.05 billion the Governor is seeking to balance the 2003-04 Budget.

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### **SB 916 (Perata)**

SB 916 (Perata) would allow a \$1 increase in Bay Area bridge tolls, with the revenue generated by the increase to be spread amongst counties with a nexus to the bridges. Shaw / Yoder, Inc. has lobbied Senator Perata and your representatives heavily to include STA's 4 priorities within the final project list, expected to be contained in the legislation, as eligible to receive funding. All four of your representatives have signed a unified letter addressed to Senator Perata outlining the importance of funding your priorities (STA staff has a copy of the delegation letter). We are hopeful that a consensus will develop to increase the toll on the Bay Bridge to \$4, thereby allowing full funding of most, if not all, Bay Area priority projects.

### **ABAG / MTC Merger**

We reported in our last report Senator Torlakson's renewed legislative effort to merge the Metropolitan Transportation Commission and the Association of Bay Area Governments. His legislation is SB 170. However, based on last year's defeat of his legislation in the waning hours of the session, Senator Torlakson has indicated his preference that a local consensus be achieved on this matter before he makes comprehensive reforms through legislation. At this time, based on conversations with his staff, it appears Senator Torlakson will not be active in this effort this year.

Assemblyman Simon Salinas, Chair of the Assembly Local Government Committee, has also introduced a spot bill on this matter, AB 829. Shaw / Yoder, Inc. has requested a meeting with Assemblymember Salinas to discuss STA's position and priorities in relation to the merger. We will report to you after our meeting with Assemblymember Salinas.

### **TCRP**

The Traffic Congestion Relief Program continues to be in serious jeopardy. As described in the "general outlook" section of this memorandum, efforts are underway to try and preserve as much TCRP revenue as possible to maintain current commitments. However, it is not yet known how these efforts will ultimately play out.

The California Transportation Commission and the Regional Transportation Planning Agencies continue to prepare for this scenario by categorizing priorities for funding of projects based on a revenue model that presumes a loss of significant monies. Shaw / Yoder, Inc. has transmitted the preliminary recommendations for your review.

The CTC is currently embroiled in intense negotiations with various transportation agencies to continue funding as many projects as possible through the State Transportation Improvement Program. Some agencies have been successful in "swapping" TCRP funded projects for STIP dollars as a way to maintain production schedules. However, the STIP has limited availability for programming at this time, and rolling TCRP projects into an already overburdened STIP is causing consternation throughout the state. We will continue to update you on this ever-changing environment when more information is known.

**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	ITIP	Interregional Transportation Improvement Program
APDE	Advanced Project Development/Element (STIP)	ITS	Intelligent Transportation System
AQMP	Air Quality Management Plan	JARC	Jobs Access Reverse Commute
BAAQMD	Bay Area Air Quality Management District	JPA	Joint Powers Agreement
BAC	Bicycle Advisory Committee	LTA	Local Transportation Authority
BCDC	Bay Conservation and Development Commission	LEV	Low Emission Vehicle
CALTRANS	California Department of Transportation	LIFT	Low Income Flexible Transportation
CEQA	California Environmental Quality Act	LOS	Level of Service
CARB	California Air Resource Board	LTF	Local Transportation Funds
CCTA	Contra Costa Transportation Authority	MIS	Major Investment Study
CHP	California Highway Patrol	MOU	Memorandum of Understanding
CIP	Capital Improvement Program	MPO	Metropolitan Planning Organization
CMA	Congestion Management Agency	MTC	Metropolitan Transportation Commission
CMAQ	Congestion Mitigation and Air Quality	MTS	Metropolitan Transportation System
CMP	Congestion Management Program	NEPA	National Environmental Policy Act
CNG	Compressed Natural Gas	NCTPA	Napa County Transportation Planning Agency
CTA	County Transportation Authority	NHS	National Highway System
CTC	California Transportation Commission	OTS	Office of Traffic Safety
CTEP	County Transportation Expenditure Plan	PCC	Paratransit Coordinating Council
CTP	Comprehensive Transportation Plan	PCRP	Planning and Congestion Relief Program
DBE	Disadvantage Business Enterprise	PDS	Project Development Support
DOT	Federal Department of Transportation	PDT	Project Delivery Team
EIR	Environmental Impact Report	PMP	Pavement Management Program
EIS	Environmental Impact Statement	PMS	Pavement Management System
EPA	Federal Environmental Protection Agency	PNR	Park and Ride
FHWA	Federal Highway Administration	POP	Program of Projects
FTA	Federal Transit Administration	PSR	Project Study Report
GARVEE	Grant Anticipation Revenue Vehicles	RABA	Revenue Alignment Budget Authority
GIS	Geographic Information System	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		
SRTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
TAZ	Transportation Analysis Zone		
TCI	Transit Capital Improvement		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century		
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
Apr. 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Apr. 11	9:00 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 <sup>th</sup> 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



DATE: April 1, 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. Approve STA Board Minutes of March 12, 2003.
- B. Approve Draft TAC Minutes of March 26, 2003.
- C. Community Based Organizations (CBO)  
Transit Planning Grant
- D. Acquisition of Solano Paratransit Vehicles  
Under Federal Transit Administration Section 5310  
Grant Application
- E. Consolidated Claim for FY 2003-04 TDA Article 3 Funds  
for Solano County
- F. Final Transportation/Land Use "Toolkit" for Distribution  
at the April 11 "Partners in Planning" Conference
- G. Contract Amendment #2 to the Ferguson Group  
Federal Legislative Advocacy
- H. Accounting Consultant Assistance



**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of Meeting of**  
**March 12, 2003**

**I. CALL TO ORDER - CONFIRM QUORUM**

Acting Chair Silva called the regular meeting to order at 6:03 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

John Silva (Acting Chair)	County of Solano
Mike Segala (Member Alternate)	City of Suisun City
Dan Smith (Member Alternate)	City of Benicia
Mary Ann Courville	City of Dixon
Marci Coglianese	City of Rio Vista
Leonard Augustine	City of Vacaville
Pete Rey (Member Alternate)	City of Vallejo

**MEMBERS**

**ABSENT:**

Jim Spring (Chair)	City of Suisun City
Pierre Bidou	City of Benicia
Karin MacMillan	City of Fairfield
Dan Donahue	City of Vallejo

**STAFF**

**PRESENT:**

Daryl K. Halls	STA-Executive Director
Chuck Lamoree	STA Legal Counsel
Dan Christians	STA-Assist. 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
Robert Guerrero	STA Associate Planner

**ALSO**

**PRESENT:**

Yader Bermudez	Caltrans District IV
Morrie Barr	City of Fairfield
Gary Cullen	City of Suisun City
Ed Huestis	City of Vacaville

Gary Leach  
Ron Richardson  
Bernice Kaylin  
James Williams

City of Vallejo  
Jacob's Civil  
League of Women Voters-Solano County  
PCC Member

**II. APPROVAL OF AGENDA**

On a motion by Member Courville, and a second by Member Alternate Segala the STA Board unanimously approved the agenda with the addition of Agenda Item VII.C 'City of Vacaville Request for Federal Earmark Funds'.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None provided.

**IV. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following items:

- State Budget Update/CTC and Caltrans Begin to Prioritize Projects
- STA Federal Earmark Priorities
- Meetings with State Legislators/Priorities for State Lobbyists
- Status of Bridge Toll and MTC/ABAG Merger Legislation
- Expanded MTC/STA Work Plan – Transportation/Land Use on the Road
- STA Transportation/Land Use Toolkit and Upcoming Conference
- Workshop on STA Funding Sources/2<sup>nd</sup> Quarter Financial Report for FY 2002/03
- Route 30 Transit Service to Sacramento Is Off and Running

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

**A. MTC Report**

None provided.

**B. Caltrans Report**

Yader Bermudez provided an update on the following project: the I-80/680 Corridors, Benicia/Martinez Bridge, I-680 HOV, I-680/780 Interchange Modification, Marina Vista Interchange, the Carquinez Bridge replacement and the I-80/Crocket Interchange.

**C. Informational Presentation on STA Fund Sources**

Daryl Halls summarized the individual fund sources that fund the STA's operational costs, priorities and projects. He provided a description of each fund source and how the funds are allocated within the Board approved STA budget.

**VI. CONSENT CALENDAR**

On a motion by Member Alternate Smith, and a second by Member Courville, the Consent Calendar items were approved in one motion. Member Alternate Smith abstained from the vote on

Agenda Item VI.A (Approve STA Board Minutes of February 5, 2003).

- A. Approve STA Board Minutes of February 5, 2003**  
Recommendation: Approve STA Board Minutes of February 5, 2003.
- B. Approve Draft TAC Minutes of February 26, 2003**  
Recommendation: Receive and file draft TAC minutes of February 26, 2003
- C. FY 2002/2003 Second Quarter Financial Report**  
Recommendation: Receive and file.
- D. 2004 STIP Amendment for FY 2003-04**  
Recommendation: Authorize the Executive Director to request an amendment to the 2002 RTIP in accordance with Attachment B
- E. Legislative Report**  
Recommendation: Approve the following:
  - 1. AB 826 (Salinas) – Watch
  - 2. SB 170 (Torlakson) – Watch
  - 3. SB 916 (Perata) – Watch
- F. 2003 Tranny Award Nomination for the Solano Comprehensive Transportation Plan**  
Recommendation: Authorize the Executive Director to submit a 2003 Tranny nomination to the California Transportation Foundation for the Solano Comprehensive Transportation Plan

**VII. ACTION ITEMS: FINANCIAL**

- 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: 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

On a motion by Member Coglianese, and a second by Member Alternate Smith, the Board unanimously approved the recommendation.

**B. Consultant Service for Analysis of Measure E**

Daryl Halls summarized the staff recommendation for the STA to retain a consultant to conduct an independent evaluation of the Measure E expenditure plan, sales tax ordinance, public opinion polling, and to assess interest and support within the community and private sector.

The STA Board requested D.J. Smith attend the April 2003 Board meeting and that the full Board be provided the opportunity to provide input into this process.

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

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

**C. City of Vacaville Request for Federal Earmark Funds**

Dan Christians reviewed the request for the City of Vacaville's federal earmark request for the proposed Vacaville Transportation Center.

Recommendation: Authorize the Executive Director to submit a letter of support for the City of Vacaville's federal earmark request for the proposed Vacaville Transportation Center

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

**VIII. INFORMATION ITEMS:**

**A. Draft "Toolkit" STA/YSAQMD  
Land Use Conference Update**

Dan Christians described 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 stages of planning or construction. He noted a final draft will be reviewed by the STA Board on April 9, 2003 after the report is finalized by the Alternative Modes Subcommittee.

Recommendation: Review and prioritize comments.

**B. MTC Partnership Board – Regional Policies  
Update**

Daryl Halls provided a state report of regional policy discussions including highlights of programming federal cycle funds, development of the 2004 RTP and

the importance of the STA updating the CTP with individual stakeholders updating these needs assessments.

(No Discussion Necessary)

**C. North Connector Project Environmental Scoping Meeting – March 6, 2003**

**D. North Connector Project Environmental**  
Member Coglianesse requested a specific information on Highway 12 SHOPP projects from Caltrans.

**E. Funding Opportunities Summary**

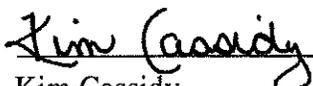
#### **IX. BOARD MEMBER COMMENTS**

Member Coglianesse stated that the Rio Vista bridge study was a high priority for Rio Vista. Members Augustine and Silva also expressed support of this regional project. Daryl Halls indicated that staff would follow up with MTC and Caltrans on the issue and provide the Board with an update.

#### **X. ADJOURNMENT**

The STA Board meeting was adjourned at 7:45 p.m. The next regular meeting is April 9, 2003 at 6:00 p.m. at Suisun City Hall.

Respectfully submitted,

  
\_\_\_\_\_  
Kim Cassidy  
Clerk of the Board

4-3-03  
Date:



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**March 26, 2003**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:31 p.m. in the Solano Transportation Authority Conference Room.

Present:

TAC Members Present:

Dan Schiada	City of Benicia
Charlie Beck	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
Paul Wiese	County of Solano

Others Present:

Morrie Barr	City of Fairfield
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Charlie A. Jones Jr.	County of Solano
Daryl Halls	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Kim Cassidy	STA
Robert Guerrero	STA
Jennifer Tongson	STA

**II. OPPORTUNITY FOR PUBLIC COMMENT**

None Presented

**III. REPORTS FROM CALTRANS, MTC AND STA STAFF**

Caltrans – None presented.

MTC - None presented

STA – None presented

#### **IV. CONSENT CALENDAR**

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of February 19, 2003  
*Recommendation: Approve minutes of February 19, 2003*
- B. Funding Opportunities
- C. Updated STA Meeting Schedule for 2003

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

#### **V. ACTION ITEMS**

##### **A. MTC Unmet Transit Needs Process**

Elizabeth Richards reviewed draft responses to the preliminary issues identified from the public participation process.

Recommendation: Forward a recommendation to the STA Board to approve the STA responses to the MTC FY 2003-04 Unmet Transit Needs preliminary issues and authorize submittal to MTC.

On a motion by Paul Wiese, and a second by Mark Akaba, the STA TAC approved the recommendation with modification to authorize staff to work with the City of Vacaville to complete their response.

##### **B. Community Based Organizations (CBO) Transit Planning Grant**

Elizabeth Richards summarized the pilot project and MTC's Community Based Organization Transit Planning program. She noted that 3 Solano County study areas have been identified including Dixon, Cordelia and Vallejo and that MTC is providing an \$80,000 grant to advance the planning process.

Recommendation: Recommend to the STA Board to authorize the Executive Director to enter into a funding agreement with MTC to accept a Community Based Organization (CBO) Transit Planning grant in the amount of \$80,000.

On a motion by Dave Melilli, and a second by Charlie Beck, the STA TAC approved the recommendation.

##### **C. Legislative Report**

Janice Sells reviewed new legislative activity being monitored including: AB1409, SB 367, and SB 91.

Recommendation: Forward a recommendation to the STA Board to approve the following:

- a. AB1409 (Wolk) – Support
- b. SB 367 (Sher) – Support
- c. SB 91 (Florez) – Watch

On a motion by Dave Melilli, and a second by Gary Cullen, the STA TAC approved the recommendation.

**D. Presentation of STA/YSAQMD Transportation/Land Use “Toolkit”**

Dan Christians described the main purpose of the conference and highlighted the Transportation/Land Use “Toolkit” which provides several examples of Solano County and Yolo County TLC projects recently built or in stages of planning or construction. He noted a final draft will be reviewed by the STA Board on April 9, 2003 after the report is finalized by the Alternative Modes Subcommittee.

Recommendation: Review and forward a recommendation to the STA Board to approve the attached draft Transportation/Land Use “Toolkit”

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

**E. MTC/CMA Partnership – Transportation/Land Use Work Plan**

Daryl Halls reviewed STA policies and activities related to Transportation/Land Use, the current MTC/CMA Partnership, MTC and CMA Associates Principles, proposed work plan and resources budget.

Recommendation: Forward to the STA Board the following recommendations:  
1) Authorize the Executive Director to enter into an agreement with MTC for an integrated transportation and land use work plan for an amount of \$150,000 in regional transportation planning funds and 2) Direct staff to develop a specific MTC/STA Transportation/Land Use Work Plan for FY 2003/04 and 2004/05, in conjunction with the Solano City and County Planner’s Group and Alternative Modes Subcommittee, for consideration and approval by the STA Board

On a motion by Dave Melilli, and a second by Paul Wiese, the STA TAC approved the recommendation.

**F. Draft Preliminary Scope of Work for Senior and Disabled Transit Study**

Robert Guerrero highlighted the proposed recommendations incorporated into the Senior and Disabled Transit Study.

Recommendation: Review and comment on the Draft Preliminary Scope of Work for the 2003 Senior and Disabled Transit Study

On a motion by Dave Melilli, and a second by Charlie Beck, the STA TAC approved the recommendation.

## **VI. INFORMATION ITEMS**

**A. Status of Federal Earmarks for TEA 3 Report from MTC Washington D.C. Trip**  
Daryl Halls provided a Federal Earmark update for 2002 appropriations and TEA 21 reauthorization. He also noted MTC's Annual Report to Congress and the five recommended revenue proposals to provide additional federal transportation funds.

**B. 2003 Congestion Management Program (CMP) Update Schedule**  
Robert Guerrero summarized the purpose of the CMP and the need to update the elements, dates and preliminary schedule. He noted review of the Level of Services should be completed by 6-15-03.

**C. Caltrans Park and Ride Joint Use Agreements**  
Elizabeth Richards discussed Caltrans role in creating and maintaining Park and Ride (PNR) lots, identified capacity issues and reviewed the PNR Joint Use agreement.

**D. Highway 12 SHOPP Program**  
Mike Duncan provided an update on the three state Route 12 safety projects included in the 2002 State Highway Operations and Protection Program.

**E. Transportation Funding Priorities**  
Mike Duncan reviewed the CTC's set of guiding principles and priorities for allocating funds to STIP, SHOPP and Federal TEA projects.

**F. FY 2003-04 TDA Distribution for Solano County**  
Mike Duncan summarized the FY 03-04 TDA Revenue Estimate for each Solano County agency and reviewed the Solano Paratransit new allocation formulas for FY 03-04. He noted a special TAC meeting is scheduled for April 9, 2003 to complete TDA revenue estimates for FY 03-04 for each agency.

**G. Review of STA Funding Sources**  
Mike Duncan summarized the individual sources that fund the STA's operational costs, plans and projects. He provided a description of each fund source and how the funds are allocated within the Board approved STA budget

**H. MTC Partnership Board – Regional Policies Update**  
Daryl Halls provided a status report of regional policy discussions including highlights of programming federal cycle funds, opportunities for future amendments to the development of the 2004 RTP and the importance of the STA updating the CTP with member agencies to be requested to update their needs assessments.

## **VII. ADJOURNMENT**

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



DATE: March 30, 2003  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Community Based Organizations (CBO)  
Transit Planning Grant

**Background:**

In October 2002, MTC adopted program guidelines for MTC's Community-Based Transportation Planning (CBTP) program which aims to 1) identify and confirm transportation gaps in low-income communities through a significant community outreach component and 2) develop solutions to mitigate these gaps. The program was established in response to recommendations emerging from the Lifeline Transportation Network Report and the Environmental Justice Report, which were both adopted with the 2001 Regional Transportation Plan (RTP) update.

MTC supported advancing the CBTP program by implementing a pilot program which included Solano County as one of the pilot study locations. The purpose of initiating the pilot program is to distill best practices, including approaches to overall implementation of the program, community outreach strategies and unique solutions to filling the gaps.

**Discussion:**

In Solano County, three areas have been identified through MTC's process. These are Dixon, Cordelia, and Vallejo. As previously presented to the TAC and Consortium, Dixon was identified as the first area to be studied as part of the pilot project. The pilot project studies are to be completed by the end of the year. Earlier this year, an initial meeting was held with MTC, the City of Dixon, and the STA.

MTC is providing funding to advance this planning process in Solano. To study the three communities in Solano, the MTC has authorized \$80,000 be allocated to the STA.

**Fiscal Impacts:**

Approval of this item will result in \$80,000 of new revenue (with no required matching funds) for the STA to complete the specified studies.

**Recommendation:**

Authorize the Executive Director to enter into a funding agreement with MTC to accept a Community Based Transportation Planning (CBTP) grant in the amount of \$80,000.



DATE: March 31, 2003  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
Jennifer Tongson, Planning Assistant  
RE: Acquisition of Solano Paratransit Vehicles  
Under Federal Transit Administration Section 5310  
Grant Application

**Background:**

The Federal Transit Administration (FTA) Section 5310 program is designed to provide funding for purchasing accessible vans and buses or other transportation related equipment to serve individuals with special needs. Eligible projects include bus or van purchase/replacement and computer or radio equipment purchase/replacement. Agencies are eligible to receive up to 80 percent of the purchase price for vehicles and equipment; the remaining 20 percent is required as a local match from the applicant.

The STA operates the Solano Paratransit service through a contract with Fairfield-Suisun Transit and qualifies for this funding source as a public agency. Solano Paratransit provides intercity door-to-door service for Americans with Disabilities Act (ADA) eligible individuals living in Fairfield, Suisun City, Rio Vista, Dixon, Vacaville, and most of the unincorporated areas in Solano County. The Solano Paratransit service currently operates Monday - Friday with a fleet of eight vehicles.

On February 6, 2003, the STA Board authorized staff to apply for the FTA Section 5310 program to replace two Solano Paratransit vehicles for a total amount of \$114,000 at the maximum allowable amount of \$57,000 for each vehicle.

**Discussion:**

On March 7, 2003, a screening committee of the Solano Paratransit Coordinating Council (PCC) reviewed each of the three Solano County Section 5310 applications. The Solano Paratransit application preliminarily scored very high, receiving 92 points out of 100 and scoring in the top 10 (out of 71) applications in the Bay Area. The final score is determined by MTC and Caltrans.

As required for public agency applicants, the STA staff published a 30-day 'Notice to Apply' and held a public hearing on March 27, 2003 at the STA offices Conference Room to allow for an opportunity for other FTA Section 5310 applicants from Solano County to testify that the STA's Solano Paratransit service duplicates their agency's service. No one testified at the public hearing.

Upon completion of the public hearing and as part of the formal application process, STA (as the project sponsor) is required to adopt a resolution: 1.) verifying that the STA conducted a public hearing to determine if there were any non-profit organizations readily available to provide transportation for the purpose of meeting transportation needs of elderly and disabled persons where public transportation service are otherwise unavailable, insufficient or inappropriate; 2.) documenting there were no non-profit agency or organization present at the hearing and the STA did not receive any written comments expressing an interest in applying for Section 5310 funding to acquire these vehicles for the Solano Paratransit service; and 3.) approving the application submittal by the STA for FTA Section 5310 funding to fund the replacement of two (2) Solano Paratransit vehicles.

**Fiscal Impact:**

No impact to the STA General Operations Budget. A total of \$28,500 in FY 2003/04 State Transit Assistance Funds (STAF) will be needed to provide a match for this grant funding.

**Recommendation:**

Approve the attached Resolution for Acquisition of Solano Paratransit Vehicles Under the Federal Transit Administration Section 5310 Grant Application Program.

Attachment A - A Resolution of the Solano Transportation Authority for Acquisition of Solano Paratransit vehicles under the Federal Transit Administration Section 5310 Grant Application Program

**RESOLUTION NO. 2003-11**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
FOR ACQUISITION OF SOLANO PARATRANSIT VEHICLES UNDER THE  
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT APPLICATION  
PROGRAM**

**WHEREAS**, the Federal Transit Administration has made funds available for transit services for elderly and disabled persons in FY 2003-04; and

**WHEREAS**, the funds, allocated by Caltrans as directed by the California Transportation Commission (CTC), will allow non-profits and public agencies to purchase accessible vehicles and other transportation related equipment to service individuals with special needs; and

**WHEREAS**, the Solano Transportation Authority (STA) intends to apply for two (2) vehicles for the Solano Paratransit service; and

**WHEREAS**, Attachment 1 of this resolution, attached hereto and incorporated herein, verifies that the STA conducted a Public Hearing on March 27, 2003, to determine if there were any non-profit organizations readily available to provide transportation for the purpose of meeting transportation needs of elderly and disabled persons where public transportation service are otherwise unavailable, insufficient or inappropriate; and

**WHEREAS**, no non-profit agency or organization present or in writing expressed an interest in applying for Section 5310 funding to acquire these vehicles for the Solano Paratransit service.

**NOW, THEREFORE, BE IT RESOLVED**, that the STA Board approves the application submittal, by the Solano Transportation Authority (STA) for the Solano Paratransit transit service, for FTA Section 5310 funding to fund the replacement of two (2) vehicles.

\_\_\_\_\_  
James Spering, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9<sup>th</sup> day of April, 2003.

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

Attested:

\_\_\_\_\_  
Kim Cassidy, Clerk of the Board

# NOTICE OF PUBLIC HEARING ON A FEDERAL TRANSIT ADMINISTRATION, SECTION 5310 GRANT APPLICATION

A 30-DAY NOTICE IS HEREBY GIVEN ON THIS DAY, FEBRUARY 25, 2003, that on Thursday, March 27, 2003 at 4 p.m. in the Solano Transportation Authority's (STA) Conference Room, One Harbor Center, Suite 130, Suisun City, California, a public hearing will be conducted by the STA regarding the STA's intent to apply for the Federal Transit Administration (FTA), Section 5310 application to replace 2 paratransit buses. All interested persons are invited to attend the hearing and be heard.

If you are unable to attend but wish to comment, you may submit written comments to the Jennifer Tongson, STA, One Harbor Center, Suite 130, Suisun City, CA 94585 by March 20, 2003.

The STA may only apply for this program if there are no private nonprofit corporations that are readily available to provide service equivalent to the Solano Paratransit service.

Any questions regarding this hearing can be directed to Jennifer Tongson, STA at 707.424.6013 or [jtongson@sta-snci.com](mailto:jtongson@sta-snci.com).



DATE: March 31, 2003  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Consolidated Claim for FY 2003-04 TDA Article 3  
Funds for Solano County

**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 Congestion Management Agencies (e.g. Solano Transportation Authority). Two percent 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 has been receiving approximately \$230,000, or more, 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 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 are appointed by the STA Board. To assist the BAC in its recommendation, a 5-Year TDA Article 3 Bicycle/Pedestrian Plan prioritizes projects that will require funding in the next five years. The BAC annually updates the 5-Year Plan to add, remove or modify bicycle/pedestrian projects on the list.

**Discussion:**

On March 12, 2003, the STA Board approved the 5-Year TDA Article 3 Bicycle/Pedestrian Plan for 2003-2008 and the following TDA Article 3 claims for the City of Benicia, Suisun City and the County of Solano:

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

In order for the three project sponsors listed above to obtain approval of their respective claims, MTC requires the STA (CMA for Solano County) to adopt a resolution indicating that MTC's and STA's procedures for TDA Article 3 project submittals were completed and authorizing the FY 2003-04 Solano Countywide Coordinated TDA Article 3 Claim (see Attachment A).

Each of these member agencies is required to submit the completed claims with all necessary findings and supporting documentation by April 23, 2003. Upon receipt of the completed claims, STA staff will submit them along with this STA Resolution to MTC before April 30, 2003. The MTC commission will then approve and allocate the claims, thereby allowing the claimants to encumber funds and begin requesting reimbursements for each of their respective bicycle/ pedestrian project, up to the amount listed above.

**Fiscal Impact:**

None to the STA General Operations Budget.

**Recommendation:**

Approve the attached Resolution and authorize the Executive Director to submit the FY 2003-04 Solano TDA Article 3 Coordinated Claim to MTC.

Attachment: A. Resolution for FY 2003-04 Solano TDA Article 3 Countywide Coordinated Claim

Resolution No. 2003-12

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
 APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED  
 CLAIM TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR  
 THE ALLOCATION OF FISCAL YEAR 2003-04 TDA ARTICLE 3  
 PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN SOLANO  
 COUNY**

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

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

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

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

**WHEREAS**, each claimant in **SOLANO COUNTY** whose project or projects have been prioritized for inclusion in the fiscal year 2003-04 TDA Article 3 countywide coordinated claim has forwarded to the **SOLANO TRANSPORTATION AUTHORITY** a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds;

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the **SOLANO TRANSPORTATION AUTHORITY** approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that the **SOLANO TRANSPORTATIO AUTHORITY** approves the submittal to MTC of the **SOLANO COUNTY** fiscal year 2003-04 TDA Article 3 countywide coordinated claim, composed of the following required documents:

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

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

\_\_\_\_\_  
James Spering, Chair  
Solano Transportation Authority

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed and adopted by said STA at a regular meeting thereof held this 8th day of May, 2002.

\_\_\_\_\_  
Daryl K. Halls  
Executive Director

This resolution was adopted by the **SOLANO TRANSPORTATION AUTHORITY** on **APRIL 9TH, 2003.**

AYES:  
NAYS:

Certified to by (signature): \_\_\_\_\_  
Kim Cassidy, Clerk of the Board

Resolution No. 2003-12  
Attachment A

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2003-04 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Solano County

**Prioritized List of Projects**

	<b>Short Title Description of Project</b>	<b>TDA Article 3 Amount</b>	<b>Total Project Cost</b>
1.	City of Benicia - Park Road Bicycle/Pedestrian Improvements	\$160,000	\$292,000
2.	County of Solano - Dixon to Davis Bike Route	\$125,000	\$1,398,800
3.	City of Suisun City - Central County Bikeway Project	\$ 25,000	\$204,000
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	<b>Totals</b>	\$310,000	\$1,894,800



DATE: March 31, 2003  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Final Transportation/Land Use "Toolkit" for Distribution  
at the April 11, 2003 "Partners in Planning" Conference

**Background:**

Last year, the Yolo-Solano Air Quality Management District (YSAQMD) contacted the STA regarding the potential for co-sponsoring a Transportation-Land Use-Air Quality 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. Since then, the Yolo County Transportation District (YCTD) has also agreed to be a co-sponsor. The conference will be held on April 11, 2003 from 8:00 a.m. to 3:00 p.m. at the Travis Credit Union in Vacaville (see Attachment A).

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 programs and projects that are already in various stages of planning and construction in Solano and Yolo Counties.

**Discussion:**

On February 27, 2003 a working draft of the Transportation/Land Use "toolkit" was initially sent or e-mailed out to all STA Board Members, TAC and Transit Consortium members, Planning Directors, chambers of commerce and others for comments. The STA Board received a presentation of the draft "Toolkit" on March 12. Subsequently, the STA's Alternative Modes Committee met three times to review and complete the "toolkit". Their most recent meeting was held on March 17 when the Committee reviewed the changes requested to the working draft and then forwarded the document to the STA Board for final approval. All final changes have now been incorporated into the full-color formatted version that will be provided to the STA Board on April 9, 2003.

Copies of the toolkit will be provided to each attendee at the conference and additional copies will be made available after the conference and on the STA's website: [www.solanolinks.com](http://www.solanolinks.com).

The "Toolkit" highlights the best examples of Solano and Yolo County TLC projects including pedestrian, bicycle and intermodal projects. It is a guide 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 confirms and reinforces the

importance of local land use controls and local planning processes to foster better linkages between transportation and land uses.

On March 26, 2003, both the STA's TAC and the SolanoLinks Transit Consortium recommended the STA Board approve the "Toolkit."

**Fiscal impact:**

There will be no impact to the STA's General Operations fund. The preparation and printing of the toolkit was funded in the STA's FY 2002-03 Budget with a \$20,000 grant from the YSAQMD Clean Air Program, TDA Article 3 and State Transit Assistance funds from MTC, and TFCA clean air funds from the Solano Napa Commuter Information Program.

**Recommendation:**

Approve the final Transportation/Land Use "Toolkit" for release at the "Partners In Planning" Transportation- Land Use- Air Quality Conference on April 11, 2003.

Attachment

A -Final program outline for the STA/YSAQMD/YCTD Transportation -Land Use-Air Quality Conference on April 11, 2003

**Partners in Planning**  
**Land Use – Transportation – Air Quality**  
**At Travis Credit Union, Vacaville**  
**On April 11, 2003**

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**8:00-8:30** Registration/Continental Breakfast

**8:30-8:50** Greetings/Introduction

**Len Augustine**, Mayor, City of Vacaville (*welcome attendees*)

Conference Facilitators:

**Larry Greene**, Air Pollution Control Officer, Yolo-Solano Air Quality Management District (*facility information and today's program*)

**Daryl Halls**, Executive Director, Solano Transportation Authority

**8:50-8:55** Path to Success

Facilitator: **Tom Stallard** (*5 minutes to introduce speakers and topics. Moderates Q/A period.*)

**8:55-9:25** Topic: Planning for Public Transit Growth

Speakers: **Jim McElroy**, Director of Unitrans (*10 minutes*)

**Terry Bassett**, Director of Yolo County Transportation District (*10 minutes*)

**Question/Answer Period** (*10 minutes*)

**9:25-9:30** Facilitator: **Tom Stallard** (*5 minutes to introduce speakers and topics*)

**9:30-10:30** Topic: Highlighted Community Programs

Speakers: **Marci Coglianese**, Mayor of City of Rio Vista, Rio Vista Main Street and Waterfront Projects (*10 minutes*)

**Mary Ann Courville**, Mayor of City of Dixon, Dixon Rail Station and Downtown (*10 minutes*)

**Carolyn Pierson**, Councilmember of City of West Sacramento, West Sacramento River Walk and Metro Place at Washington Square (*10 minutes*)

**Bob Grandy**, Lead Consultant for STA's Jepson Parkway (*10 minutes*)

**Question/Answer Period** (*10 minutes*)

**Partners in Planning**  
**Land Use – Transportation – Air Quality**  
**At Travis Credit Union, Vacaville**  
**On April 11, 2003**

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**10:30-10:40** 10 Minutes Break (*Coffee available in the foyer area*)

**10:40-11:45** Obstacles and Incentives to Livable Communities

Facilitator: **Duane Kromm**, Supervisor, Solano County (*5 minutes, introduce topic and speakers. Moderates Q/A period.*)

Panel Speakers: **Judy Corbett**, Executive Director, Local Government Commission (*10 minutes*)

**David Van Kirk**, City Manager, City of Vacaville (*10 minutes*)

**Sean Quinn**, Director of Planning and Development, City of Fairfield (*10 minutes*)

**Michael Rice**, President, Miller-Sorg Group, Inc. (*10 minutes*)

**Boris Dramov**, Principal, ROMA Design Group (*10 minutes*)

**Questions and Answers Period** (*10 minutes*)

**11:45-12:20** Buffet Lunch (*serving tables set up in the foyer area*)

**12:20-12:45** Making Better Land Use - Transportation - Air Quality Connections

Introduction by **John Vasquez**, Supervisor, Solano County (*5 minutes*)

Keynote Speaker: **Lois Wolk**, Assemblymember 8<sup>th</sup> District (*20 minutes*)

**12:45 -1:40** Opportunities and Challenges Ahead

Facilitator: **Helen Thomson**, Supervisor, Yolo County (*5 minutes introduce each speaker and topic. Moderates Q/A period.*)

Panel Speakers: **Diane Eidam**, Executive Director, California Transportation Commission (*10 minutes*)

Topic: I-80 Corridor (highway, transit and intercity rail)

**Steve Heminger**, Director, Metropolitan Transportation Commission (*15 minutes*)

Topic: TLC/HIP Program and MTC/CMAAs Transportation/Land Use Partnership

**Martin Tuttle**, Director, Sacramento Area Council of Governments (*15 minutes*)

Topic: Community Design Program

**Questions and Answers Period** (*10 minutes*)

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**Partners in Planning**  
**Land Use – Transportation – Air Quality**  
**At Travis Credit Union, Vacaville**  
**On April 11, 2003**

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**1:40 – 2:25**     Integrating Transportation and Land Use: Making It Work

Facilitator:     **Larry Greene** (*5 minutes*)  
                      **Eric Nicholl, Economic Development Director, City of Brea**  
                      (*15 minutes*)  
                      **Jim Spering, Mayor, City of Suisun City** (*15 minutes*)

**Questions and Answers Period** (*10 minutes*)

**2:25-2:55**     Transportation and Land Use Toolkit

Speaker:     **Daryl Halls** (*10 minutes*)  
  Topic:     Toolkit Introduction and Best Practices Handbook  
Speaker:     **Elizabeth Richards**, Program Director, Solano Napa Commuter  
                      Information (*10 minutes*)  
  Topic:     Toolkit Introduction and TDM and Rideshare  
Speaker:     **Larry Greene** (*10 minutes*)  
  Topic:     Integration with YSAQMD's Clean Air Program

**2:55 -3:00**     Closing Remarks

Facilitator:     **Daryl Halls**



DATE: April 1, 2003  
TO: STA Board  
FROM: Janice Sells, Project Manager/Analyst  
RE: Contract Amendment #2 to the Ferguson Group for  
Federal Legislative Advocacy

**Background:**

In March 2001, the STA Board authorized staff to enter into a contract with the Ferguson Group LLC. for legislative advocacy services in support of STA's Federal priority projects. Since that time there have been one amendment to that contract, which expired on March 31, 2003.

**Discussion:**

The Ferguson Group, LLC, continued to provide a high level of advocacy service during the 2002-03 Federal Legislative process. Mike Miller of the Ferguson Group has consistently informed STA about activities in the Federal arena, coordinated all necessary paperwork to insure high priority placement of STA Priority Projects, and organized lobbying trips to Washington, DC, for STA Board and staff members. The Ferguson Group has demonstrated their effective and positive relationships with Solano's federal representatives and their staffs.

Since 2001, this lobbying effort has been a partnership with the City of Fairfield, City of Vacaville, City of Vallejo, and STA, each providing \$18,000 per year toward the annual contract of \$72,000. STA staff proposes the continuation of this contract under the same terms and recommends that the Ferguson Group, LLC, contract be extended for a 12 month period (April 1, 2003 – March 31, 2004).

**Fiscal Impact:**

There will be no additional impact to the STA's FY 2003-03 and FY 2003-04 budgets. The STA's \$18,000 contribution has been provided in the STA's FY 2003-04 General Operations Services Category for this amount.

**Recommendation:**

Authorize the Executive Director to extend the contract with the Ferguson Group, LLC, (Amendment #2) for federal legislative advocacy services through March 31, 2004 at a cost not to exceed \$72,000.

Attachment: A. Proposed Scope of Work

The Ferguson Group, LLC

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1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94559  
Phone (707) 254-8400 ♦ Fax (707) 254-8420

**Solano Transportation Authority  
City of Fairfield  
City of Vacaville  
City of Vallejo**

**Proposed Scope of Work  
April 2003 – March 2004**

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April 2, 2003

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- A. Scope of Work – Generally.**
  - B. Scope of Work – Tasks and Work Product.**
  - C. Project Team.**
  - D. Agreement Terms – Professional Services and Expenses.**
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The Ferguson Group is pleased to present for consideration this proposed scope of work for federal advocacy services to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo (“the Clients” hereafter). We are happy to discuss the scope or work to ensure our efforts meet the needs of the Clients.

Please note that some of the work outlined in this scope is currently underway. We are including information regarding ongoing efforts for purposes of completeness.

## **A. Scope of Work – Generally.**

**The Clients Needs.** The Ferguson Group understands that our federal advocacy services will continue to focus on the following projects proposed for funding under the reauthorization of TEA-21 (“T3”), scheduled to occur in 2003:

- 80/680 Interchange;
- Jepson Parkway;
- Baylink Intermodal Facility; and
- Fairfield / Vacaville Intermodal Facility.

In addition, it is our understanding that federal advocacy services will include Fiscal Year 2004 appropriations efforts on some or all of these projects. Services will also include monitoring transportation legislation that may directly or indirectly affect the Clients, and advising the Clients regarding supporting or opposing such legislation.

**Working with Legislative and Administration Offices.** A key component of our efforts is to consistently provide reliable and useful information to elected officials and staff at the federal level. Over years of working with Congress and Administration officials and offices, The Ferguson Group has developed strong working relationships – based on trust and reliance – with key legislators, Administration officials and staff. The Ferguson Group’s ongoing dialogue with Northern California’s congressional delegation provides an extraordinarily valuable benefit to the Clients from the outset. In addition, Capitol Hill is often an unstable work environment, and The Ferguson Group adapts quickly to changes in office holders, committee membership, and congressional staff to help secure continuity in support for projects.

The Ferguson Group will maintain continuous contact with the Northern California congressional delegation to keep those offices focused on the Clients’ agenda. We will also enhance the Clients’ relationship with the Administration, congressional leadership, and congressional committee staff. We have strong working relationships with House and Senate committee leaders from both parties, and we maintain key contacts within the White House and federal agencies that have proven beneficial to our clients and their agendas.

**Coordinating Lobbying Trips.** The Ferguson Group is already working closely with the Clients to develop a specific plan for face-to-face lobbying activities between the Clients, elected officials and staff and appropriate Members of Congress, Senators, and congressional staff. In addition to area representatives, The Ferguson Group will target and schedule meetings with key

Members and staff of germane congressional committees (if advisable), as well as appropriate House and Senate leadership Members and staff.

**Team Approach.** The Ferguson Group utilizes a team approach to bring our client's expertise to bear on all projects. While The Ferguson Group will promote the Clients' interests on a regular basis with Members of Congress, Senators, and key staff, we also anticipate advising and assisting the Clients in direct communications with legislators, congressional staff, and federal administrative agency officials.

**Summary of Regular Activities.** The Ferguson Group will continue to regularly undertake the following activities on behalf of the Clients in Calendar Year 2003 (please note that many of these activities are already underway):

- Assist in the preparation of funding requests to Congress and the federal agencies.
- Act as liaison with the California congressional delegation, as well as facilitate meetings and communications with other key Members of Congress, Senators, and staff.
- Act as liaison with federal agency officials and staff.
- Prepare briefing sheets, talking points, and other materials needed for meetings with congressional offices and the Administration.
- Draft testimony for congressional hearings (if useful).
- Prepare support letters, letters of request for assistance, and all other support materials needed to ensure the success of goals and objectives.
- Review and report on all pertinent, pending legislation and regulations, including all pre-legislative session committee meetings, hearings, and conferences.
- Attend relevant industry meetings in Washington.

**Progress Reports.** The Ferguson Group will provide regular progress reports to the Clients specifically tailored to the status of the Clients' projects. The Ferguson Group will also regularly provide legislative updates focusing on transportation.

**Reporting Requirements and Filings.** The Ferguson Group prepares and files all necessary reporting and disclosure documents as required under federal law.

## **B. Scope of Work – Tasks and Work Product.**

The Ferguson Group will assist the Clients in all matters of interest to the Clients pertaining to the federal funding for the four projects identified *supra*. We will also advise the Clients regarding germane legislative, regulatory, and other administrative matters not directly related to

federal funding. The milestones and pace of our efforts are driven by the T3 reauthorization process, the Fiscal Year 2004 congressional budget process, and other legislation related to federal spending. Our strategy to achieve the Clients' objectives consists of two main components:

- Project development; and
- Project advocacy.

Both components are essential to success and must be carried out fully. If a good project lacks proper advocacy, it is likely to be pushed aside during the budget process and left without funding. Similarly, a flawed project usually will not withstand the tests of the congressional appropriations notwithstanding a comprehensive advocacy effort. The Ferguson Group will work with the Clients to ensure that project development and advocacy are efficient, effective, and result in putting projects in the best possible position to receive federal funding.

**Project Development.** Our approach to project development is based on formulating and prioritizing requests for federal funding which:

- address important needs and goals as established by the Clients;
- meet any and all formal or informal criteria for federal funding as established by Congress or administrative agencies; and
- fit the needs and philosophies of the Clients' congressional delegation and are likely to be successfully supported and promoted by the delegation.

Much of our project development work is already complete. Last year, we assisted the Clients in identifying and developing our three initial projects based on the criteria outlined *supra*. We will continue to work with the Clients to fine-tune our project requests for the three original priority projects, and we will also continue to assist the Clients with developing the Fairfield / Vacaville Intermodal Facility project.

The following points present project development tasks in approximate chronological order. We note again that project development is ongoing, and some of the tasks and work product set forth below are already complete.

**Task 1: Research and Identify Federal Funding Opportunities (Oct 02 - Feb 03).** The Ferguson Group (TFG) reviews and identifies federal funding opportunities – both actual and potential – as presented by T3 and appropriations legislation. This research allows us to efficiently assess the likelihood of funding for projects in the early phases of specific project development. In addition to reviewing legislation and administration publications, TFG maintains communications with key Members of Congress, congressional staff, and Administration officials and staff regarding funding opportunities and trends. This task is already well underway.

- Work product: research and develop funding opportunity information for meetings with the Clients, communications with congressional and Administration contacts regarding funding opportunities and trends, especially those related to T3.

**Task 2: Initial Congressional Delegation Review (Nov 02 - Feb 03).** TFG will continue to discuss the proposed project agenda on an informal basis with key congressional representatives to secure initial support or identify challenges associated with particular projects. The Ferguson Group met in November and December with congressional staff to discuss our projects and the Members' interests and priorities.

- Work product: briefing materials for congressional meetings.

**Task 3: Finalize Project Agenda, Descriptions, & Project Submission (Jan – Feb 03).** The Ferguson Group continues to work with the Clients to develop and refine our project requests. TFG will continue to discuss congressional comments on our project agenda.

TFG will work with the Clients to finalize project descriptions and supporting materials for project submission – including subcommittee and Member questionnaires – for both FY 04 appropriations and T3 reauthorization. TFG will draft correspondence to congressional offices requesting support for projects. TFG will coordinate communications with congressional offices and confirm submission of project requests in advance of congressional deadlines. TFG also provides to congressional offices, whenever possible, draft correspondence for the use of congressional offices.

- Work product: project descriptions, supporting materials, congressional correspondence and other communications.

**Project Advocacy.** Our approach to project advocacy is based on the following two precepts:

- Our clients are the best advocates for our projects; and
- The more we ease burdens on congressional offices, the more success we realize.

With the foregoing in mind, the project advocacy component and phase of our strategy includes the tasks outlined below.

**Task 4: Project Submission and Initial Support (Jan – April 03).** This task overlaps with Task 3 of the project development phase. While ensuring project submission deadlines are met by the Client as well as by the congressional offices, TFG advocates on behalf of the Client for early congressional support for the Clients' project agenda – both the appropriations side and the T3 side. TFG supports congressional staff with project descriptions and draft correspondence to appropriations committees in support of funding requests. TFG drafts correspondence from the Client requesting project support and provides project background memoranda to congressional staff. TFG meets with congressional staff to ensure project submission and support. TFG is also available to work with the Clients' public relations officers to develop local and regional support for project requests. When appropriate, TFG also coordinates communications with the Office

of Management and Budget to facilitate consideration of project support in the President's budget request.

- Work product: communications with congressional offices, draft Client correspondence, draft congressional correspondence, congressional memoranda, any and all project support material required or requested by congressional committees, communications with Clients' public relations officer regarding local and regional support for projects, communications with OMB regarding President's budget request.

**Task 5: Client Advocacy (Mar – May 03).** TFG will continue to provide full advocacy support to the Clients, including but not limited to meeting scheduling, briefing materials and talking points for meetings, meeting attendance and participation, and travel assistance. TFG staff will continue to accompany the Clients to meetings in Washington and California, and follows up on action items resulting from meetings, including letters of appreciation. TFG will also advise the Clients regarding additional communications at key points throughout the reauthorization and appropriations processes, and provides draft correspondence, contact information, and talking points to the Clients. In addition, TFG will draft and submit congressional testimony on behalf of the Clients in support of all funding requests. TFG will also advise the Clients regarding building and maintaining a strong working relationship with congressional offices, and as appropriate, with Administration officials and staff.

- Work product: meeting schedules, briefing materials, talking points, draft correspondence, communications with the Clients, congressional testimony, assistance with accommodations.

**Task 6: TFG Advocacy (Ongoing).** Throughout the T3 reauthorization process and the FY 04 budget process, TFG will regularly communicate with Members of Congress, their staff, and key committee staffers in support of the Clients' funding requests. TFG will meet and communicate regularly with congressional offices. TFG will provide full support to congressional offices, including support letters to authorizing committees, appropriations committees, talking points for Member and staff meetings, memoranda regarding project and budget status, draft congressional testimony, and other communications as requested by congressional offices. TFG will track legislation of interest to the Clients, including appropriations and other legislation, and will report key developments in the legislative process to the Clients. TFG staff will continue to attend relevant committee hearings and markups and will provide updates to the Clients.

- Work product: communications with congressional representatives, draft correspondence, support materials, memoranda for congressional offices regarding project status, and other support as requested and needed by congressional offices, attend congressional hearings.

**Task 7: Client Communications (Ongoing).** The Ferguson Group's presence in Northern California has always promoted open and easy communications between our team and the Clients. TFG will continue to be fully accessible to the Clients, providing regular written reports regarding project status, being available for meetings in Solano County and elsewhere in Northern California as necessary, and being available via telephone and email to answer questions and respond to other inquiries and requests from the Clients. In addition to meetings with the Clients, TFG is available to attend other meetings in Northern California of interest to

the Clients, including joint powers authority meetings, advisory board meetings, and other meetings. TFG personnel is also available to the Clients at anytime to check and track the status of any legislation or regulatory activity at the federal level, as well as to advise the Clients regarding any potential impact of the matter on the Clients. In addition, TFG would track local and regional news affecting the projects and the Clients, and draws germane issues and opportunities to the attention of Clients.

- Work product: meetings in Solano County and Northern California, written status reports, other communications as necessary, meetings with other relevant entities, respond to information requests from the Clients, monitor local and regional news.

**Task 8: Outcomes and Project Assessment (Sept 03 – Mar 04).** Upon final determinations by Congress or agencies, TFG reports results to the Clients immediately upon information availability, and provides copies of relevant legislation, congressional reports, and other documents when made available to TFG or the public. TFG debriefs congressional offices regarding project results and reports findings to the Clients. TFG also provides outcomes assessments, assisting TFG and the Clients in formulating the Clients' federal agenda for the next cycle. TFG also provides draft letters of appreciation as appropriate.

Work product: communications regarding results and assessment of federal agenda, debriefing congressional offices regarding outcomes.

## **C. Project Team.**

The Ferguson Group is composed of professional lobbyists who have spent the majority of their professional careers working in congressional offices and as federal lobbyists. In addition to the Principal managing the client's projects and issues, our firm makes available the expertise and resources of all of our professionals and tailors our efforts to best meet the demands of a specific project.

Our project team will remain in place as we move forward, ensuring continuity of representation and continued expansion of our "institutional knowledge" of each project.

- **Michael Miller, Partner – Napa, California**

Michael represents local and regional governments, specializing in appropriations law and process. Michael focuses on transportation, economic development, and water resources. Michael is former Counsel to Congressman Robert T. Matsui (D-CA) in Washington, where he focused on transportation authorizations and appropriations, as well as other regional issues and projects. He received his B.A. with High Honors in Political Science from the University of California. He received his J.D. from the College of William and Mary in Virginia, and his LL.M (Master of Laws) from the University of the Pacific. Michael is a member of the State Bar of California.

- **Leslie C. Mozingo, Partner – Washington, D.C.**

Leslie represents municipal governments and transportation authorities and focuses on strategies for authorization and appropriations for transportation projects. Leslie is former Legislative Assistant to Congressman E. Clay Shaw, Jr. (R-FL), where she focused on transportation and commerce issues and projects. Leslie received her B.S. in Business from the University of Alabama, and her MBA in Marketing, *summa cum laude*, from The American University in Washington, D.C.

- **William Hanka, Partner – Washington, D.C.**

Bill represents client interests in securing federal funding and regulatory relief, especially for transportation-related matters. He is formerly of counsel to the firm of Baker, Donelson, Bearman & Caldwell in Washington, D.C., where he advised public and private clients on a variety of issues, including utility deregulation, transportation and land use projects, workplace issues, and environmental regulations. He is a former legislative director to U.S. Representative George R. Nethercutt, Jr. (R-WA), where he specialized in appropriations, natural resources, military base closure, and agriculture issues. He is a former deputy director of legislative affairs for Vice President Dan Quayle, where he worked closely with Members of Congress and their staff to implement the Administration's legislative agenda. Bill is a former assistant to the minority counsel of the U.S. Senate Labor Subcommittee. He received a B.A. from Purdue University and a J.D. from Catholic University.

- **Kristi Arcularius, Senior Associate – Napa, California**

Kristi focuses on transportation, water, economic development, and environmental policy and appropriations issues. Kristi is a former staff assistant for California Assemblyman Jim Battin, and was an intern for District of Columbia Office of the Corporation Counsel, concentrating on legal and legislative issues concerning the abuse and neglect of children and the elderly. Kristi is also a former intern for California Cattlemen's Association, focusing at the state and federal level on land, water, and air quality issues. Kristi received her B.A. in Political Science from the University of California at Davis.

## **D. Agreement Terms – Professional Services and Expenses.**

The Ferguson Group proposes to represent the Clients under our existing agreement terms.

Once again, The Ferguson Group is pleased to have the opportunity to present this scope of work to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo. Please feel free to contact Mike Miller at (707) 254-8400 with any questions or comments regarding this scope of work. Thank you.



DATE: April 1, 2003  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Accounting Consultant Assistance

**Background:**

The STA employs 14 full-time staff and retains several consultants to carry out the priorities of the STA Board and its member agencies. In July 2001, the STA Board authorized the Executive Director to retain consultant services to support the STA in two areas of critical need: 1. Project Management and 2. Finance and Transit Funding.

**PROJECT MANAGEMENT**

In July of 2001, Dale Dennis (Project Delivery Management Group – PDM) was retained to provide project management consultant services. Initially, he served in the dual role of managing the STA's TRCP and STIP funded projects and providing selective tasks for the vacant Director for Projects position. With the hiring of Mike Duncan in May of 2002, the consultant services provided by Dale Dennis have been narrowed to serving as the project manager consultant for the I-80/680/780 Corridor Study, I-80/680/SR 12 Interchange EIS/R and North Connector EIS/R.

**BUDGET/TRANSIT FUNDING**

Also in July 2001, the STA retained Nancy Whelan, Whelan Consulting, to provide consulting services in the area of budgeting and finance, and transit funding. Over the past 21 months, Nancy Whelan has assisted the STA in developing its FY 2002/03 and 2003/04 budget, has completed the preparation of quarterly financial reports, and has analyzed and monitored STA's revenues and expenditures. In the area of transit funding, she has developed transit funding plans for Transit Route 30 and Solano Paratransit, updated and refined the State Transit Assistance Fund (STAF) and Regional Paratransit STAF funds, assisted staff in preparing the submittal of annual TDA and STAF claims, and provided support to staff during the annual MTC Unmet Transit Needs process.

**ACCOUNTING**

Since 1996, the STA has contracted with the City of Vacaville to provide several administrative and fiscal support functions including: 1) Accounting, 2) Payroll, 3) Personnel Services, and 4) Legal Services. In July 2002, the STA retained Chuck Lamoree as a consultant to provide legal services following his retirement as the City of Vacaville's City Attorney.

**Discussion:**

Under the direction of the STA Board, the STA has assertively and successfully pursued and obtained a number of new funding sources and grants. Between FY 1998/1999 to FY 2002/03, the STA has increased the number of funding sources and grants managed by the agency from eight to an estimated 25. This significant increase in the number of revenue sources managed by

staff has significantly increased the workload on a variety of administrative functions, particularly accounting. The accounting services provided by the City of Vacaville is limited to the general ledger and is utilized to account for and document expenditures, revenues and cash flow for the STA's various funds. In addition, STA staff must perform additional accounting activities required for the specific fund management of federal, state and regional funding sources. In addition to the STA's regular and independent annual audit, eight additional audits were conducted in FY 2001/2002 and 2002/2003 by various regional, state and federal agencies such as Caltrans and BAAQMD.

Currently, a variety of STA staff collectively share the responsibility for fund management and accounting. Generally, fund management responsibilities reside with the departments of Project Development (Mike Duncan), Strategic Planning (Dan Christians) and SSCI (Elizabeth Richards). Administrative Services (Kim Cassidy) provides fund management support and performs the bulk of the internal accounting tasks. As part of the completion of the STA Annual Audit, one of the primary management recommendations included the retaining of dedicated accounting staff to ensure adequate accounting services for the agency. Currently, STA management staff is assessing the agency's staffing and programmatic needs in preparation for a full amendment to the FY 2003/04 budget in June 2003 (a minor amendment has been agendized this month to account for several new FY 2003/04 revenue sources). In September 2002, the STA Board authorized staff to assess the STA's current fund management and accounting system. Staff is preparing to retain consultant services to undertake this study this month with the evaluation to be completed in July/August of 2003. In order to address the STA's critical need for accounting assistance in the short-term without committing to hiring full-time staff, I am recommending the Board authorize \$10,000 for a Consultant to provide specific Accounting Services (see attachment A).

**Fiscal Impact:**

The fiscal impact for this consultant assistance is \$10,000. This will be offset by expenditure saving in FY 2002/03 Services section of the STA budget.

**Recommendation:**

Authorize Executive Director to retain a consultant to provide accounting services for an amount not to exceed \$10,000.

Attachment A: Scope of Work for Accounting Services Consultant

**Consultant – Accounting Services**  
**Scope of Work**  
(dated 4/2/03)

**I. Scope of Work**

The following work tasks provide the framework and list of responsibilities for a consultant to provide the STA with Accounting Services in support of the agency's accounting, budget, and project management functions.

1. Reconcile "Revenue Detail" and "Expenditure Detail" Accounting Reports
  - Reconcile "Revenue Detail" reports from Vacaville Accounting/Eden system to STA deposit reports and deposit slips prepared by STA.
  - Reconcile "Revenue Detail" to correspond to budget and account totals, and account codes.
  - Reconcile "Expenditure Detail" reports from Vacaville Accounting/Eden system to STA expenditure reports prepared by STA.
  - Reconcile "Expenditure Detail" to correspond to budget and account totals.
2. Analyze and Reconcile Budget Revenues and Expenditures
  - Compare revenue received (actual) with revenue budgeted and report differences.
  - Compare actual expenditures with expenditures budgeted and report differences.
3. Provide Accounting Support for the Administrative and Project Management Functions
  - Assist project management and administration with preparing grant reimbursement requests and tracking receipt revenues.
  - Develop and prepare detailed and specific accounting reports to assist in the development of quarterly fiscal reports.
  - Provide accounting support to the Administrative Team in preparation for the STA's Annual Audit.
  - Provide accounting support to the Project Management And Strategic Planning Departments in preparation for audits of specific fund sources, revenues and grants.



DATE: April 1, 2003  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Nancy Whelan, Nancy Whelan Consulting  
RE: Amendment to FY 2002-03 Budget and  
FY 2003-04 Budget

**Background:**

At the November 2002 STA Board meeting, revisions to the FY 2002-03 budget format and amounts were approved. Since then, through regular monitoring of the budgeted and actual expenditures and revenues, staff has identified a few changes to the FY 2002-03 and FY 2003-04 budget.

**Discussion:**

Attached for Board review is a summary of the proposed changes to the FY 2002-03 budgeted expenditures (Attachment A). As the summary indicates, there is no net change to the total expenditure budget. However, anticipated savings in certain line items are proposed for reallocation to other line items to cover increased expenditures for employee benefits, contract employees, and additional consulting studies. The proposed revised budget is shown in Attachment B.

Staff is preparing a more comprehensive budget revision to the FY 2003-04 budget for the Board's consideration at the June 2003 board meeting. To date, the following changes in revenue sources have been identified and will be included in the FY 2003-04 update:

- Addition of \$80,000 for the Community Based Organizations (CBO) grant for community based transit studies in Dixon, Cordelia, and Vallejo.
- Addition of \$3,300 for the LIFT grant to assist Rio Vista in implementing a Welfare to Work vanpool service.
- Addition of \$185,000 in TEA 21 funds to prepare environmental studies for the Jepson Parkway.
- Adjustment of BAAQMD revenues from \$369,974 to \$441,095 to reflect additional anticipated carryover funds.

**Recommendation:**

Approve the adjustments to the FY 2002-03 Budget shown in the attachments.

Attachments: Attachment A – Summary of Proposed FY 2002-03 Budget Changes  
Attachment B – FY 2002-03 Budget Revenues

## SUMMARY OF PROPOSED FY 2002-03 BUDGET CHANGES

March 31, 2003

EXPENDITURES	Adopted Budget	Proposed Revised Budget	Difference	Notes
STA Salaries and Benefits	788,330	788,330	0	Workers Comp rate adjustment increased benefits by \$4,776; offset by salary savings
SNCI Salaries and Benefits	298,211	270,851	-27,360	Workers Comp rate adjustment increased benefits by \$1,802; offset by salary savings Increased salaries by \$1,161 due to computation error; offset by salary savings Reduction of \$27,360 to account for contract employee costs
SNCI Part-time	4,000	31,360	27,360	Increase in contract employee costs from approximately 5 weeks to 52 weeks
STA Services and Supplies	487,970	487,970	0	Savings from various services line items for reallocation to: Cost Allocation Plan Study of \$8,500 Accounting Review of \$10,000 Measure E Study of \$20,000 Accounting Consulting Assistance of \$10,000

**SOLANO TRANSPORTATION AUTHORITY  
FY 2002-03 BUDGET  
PROPOSED REVISIONS APRIL 1, 2003**

**ATTACHMENT B**

REVENUES	November Adopted	April Proposed
<b>Operations</b>		
GasTax	\$277,410	\$277,410
TDA	386,617	386,617
STP Planning	130,000	130,000
STP/STIP Swap	331,715	331,715
STIP PPM	34,193	34,193
TFCA BAAQMD	20,238	20,238
TFCA SNCI	151,020	151,020
TDA Article 3	8,000	8,000
TCRP I-80/680/12	50,000	50,000
TCRP North Connector	60,000	60,000
PCRP	25,000	25,000
MTC Rideshare	336,540	336,540
DMV/AVA	5,000	5,000
<b>Subtotal</b>	<b>\$1,815,833</b>	<b>\$1,815,833</b>

<b>Strategic Planning</b>		
TDA Planning	30,000	30,000
STAF	400,000	400,000
STAF Planning	40,000	40,000
STP Planning	10,000	10,000
STP/STIP Swap	80,000	80,000
STIP PPM	101,000	101,000
STIP	360,000	360,000
YSAQMD	20,000	20,000
TDA Article 3	27,000	27,000
State TEA	68,081	68,081
Donations	\$40,000	\$40,000
<b>Subtotal</b>	<b>\$1,176,081</b>	<b>\$1,176,081</b>

<b>Project Development</b>		
STAF	20,000	20,000
STAF Regional Paratransit	80,000	80,000
STP/STIP Swap	350,000	350,000
STIP PPM	78,807	78,807
STIP TAP #1	19,100	19,100
STIP TAP #2	30,000	30,000
TCRP Corridor Study	\$17,943	\$17,943
PCRP	\$250,000	\$250,000
SP&R	\$300,000	\$300,000
<b>Subtotal</b>	<b>\$1,145,850</b>	<b>\$1,145,850</b>

<b>Capital Projects</b>		
STIP	260,332	260,332
TCRP I80/680/12	1,327,000	1,327,000
TCRP North Connector	655,000	655,000
<b>Subtotal</b>	<b>\$2,242,332</b>	<b>\$2,242,332</b>

<b>STA Programs</b>		
Gas Tax	10,100	10,100
STAF Planning	102,000	102,000
TFCA BAAQMD	372,627	372,627
TFCA SNCI	5,000	5,000
DMV/AVA Program	395,080	395,080
Donations	4,900	4,900
<b>Subtotal</b>	<b>\$889,687</b>	<b>\$889,687</b>

<b>SNCI Programs</b>		
TFCA SNCI	161,000	161,000
YSAQMD SNCI	27,260	27,260
MTC Rideshare	27,500	27,500
Donations	3,575	3,575
<b>Subtotal</b>	<b>\$219,335</b>	<b>\$219,335</b>

<b>Transit Programs</b>		
STAF Regional Paratransit	100,000	100,000
TFCA BAAQMD	26,800	26,800
YSAQMD	40,000	40,000
Other	1,232,062	1,232,062
<b>Subtotal</b>	<b>\$1,398,862</b>	<b>\$1,398,862</b>

<b>Local Agency Prog/Projects</b>		
STAF	244,313	244,313
STIP ADPE	113,364	113,364
TCI	591,000	591,000
<b>Subtotal</b>	<b>\$948,677</b>	<b>\$948,677</b>

<b>TOTAL, ALL REVENUES</b>	<b>\$9,836,657</b>	<b>\$9,836,657</b>
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EXPENDITURES	November Adopted	April Proposed
<b>Operations</b>		
STA Salaries & Benefits	\$788,330	\$788,330
STA Part Time/Comp Time/Overtime	20,000	20,000
STA Services and Supplies	487,970	487,970
Board Expenses	41,440	41,440
SNCI Salaries & Benefits	288,211	270,831
SNCI Part Time/Comp Time/Overtime	1,000	11,598
SNCI Services & Supplies	124,882	124,882
Contributions to STA Reserve Account	50,000	50,000
<b>Subtotal</b>	<b>\$1,814,833</b>	<b>\$1,814,833</b>

<b>Strategic Planning</b>		
Planning Management/Administration	10,000	10,000
Comprehensive Transportation Plan	75,000	75,000
Model Development/Maintenance	480,000	480,000
Expenditure Plan	216,000	216,000
Countywide Pedestrian/Traills Plan	110,081	110,081
Countywide Bicycle Plan	5,000	5,000
Traffic Safety Plan Update	10,000	10,000
Union STA/Main St Feasibility Study	20,000	20,000
Napa/Solano Rail Study	125,000	125,000
Dixon/Auburn Rail Study	60,000	60,000
Contra Costa/Solano Rail Study	65,000	65,000
<b>Subtotal</b>	<b>\$1,176,081</b>	<b>\$1,176,081</b>

<b>Project Development</b>		
Project Monitoring	49,100	49,100
Project Management/Administration	10,000	10,000
I-80 Corridor Study (Segments 6-7)	28,050	28,050
I-80/680/780 Cor Study (Seg 2-7)	710,700	710,700
I-80/680/780 Cor Transit Study	250,000	250,000
Senior and Disabled Transit Study	100,000	100,000
<b>Subtotal</b>	<b>\$1,145,850</b>	<b>\$1,145,850</b>

<b>Capital Projects</b>		
Japson Parkway	260,332	260,332
I-80/680/12 Interchange PA/ED	1,327,000	1,327,000
North Connector PA/ED	655,000	655,000
<b>Subtotal</b>	<b>\$2,242,332</b>	<b>\$2,242,332</b>

<b>STA Programs</b>		
Marketing Program	55,000	55,000
SolanoLinks Marketing	35,000	35,000
Events	32,000	32,000
TFCA Air Quality Program		
- Fairfield CNG Bus Program	75,000	75,000
- Benicia Bus Stop Program	75,000	75,000
- Fairfield Electric Chargers	27,000	27,000
- Fairfield Bus Traffic Signal Prioritization	100,000	100,000
- Solano College Electric Chargers	30,000	30,000
- Unallocated	65,627	65,627
Abandoned Vehicle Abatement Program	395,080	395,080
<b>Subtotal</b>	<b>\$889,687</b>	<b>\$889,687</b>

<b>SNCI Programs</b>		
Specialized City Services	10,000	10,000
New Resident Outreach	10,000	10,000
General Marketing Program	40,000	40,000
Incentives	80,000	80,000
Employer/Vanpool Outreach Program	20,000	20,000
On-line Campaign	15,000	15,000
Guaranteed Ride Home Program	40,260	40,260
BikeLinks Maps	14,075	14,075
Bike to Work Campaign	10,000	10,000
<b>Subtotal</b>	<b>\$219,335</b>	<b>\$219,335</b>

<b>Transit Programs</b>		
Solano Paratransit Operations	481,147	481,147
Transit Route 30 Operations	141,800	141,800
Transit Route 30 Capital	429,119	429,119
Solano Paratransit Capital	346,796	346,796
<b>Subtotal</b>	<b>\$1,398,862</b>	<b>\$1,398,862</b>

<b>Local Agency Prog/Projects</b>		
Suisun City Amtrak Lot Improvements	591,000	591,000
Capitol Corridor Pre/In Station Design	113,364	113,364
Valejo Transit Capital	82,932	82,932
Local Transit Studies (FF, RV, Vallejo)	161,381	161,381
<b>Subtotal</b>	<b>\$948,677</b>	<b>\$948,677</b>

<b>TOTAL, ALL EXPENDITURES</b>	<b>\$9,836,657</b>	<b>\$9,836,657</b>
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DATE: April 1, 2003  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: MTC/CMA Partnership – Transportation/Land Use Work Plan

**Background:**

Last year, MTC began to develop policies pertaining to the linkage of transportation and land use. This was due in part to follow up to legislation carried unsuccessfully last year by State Senator Tom Torlakson (SB 1243) that pitted MTC versus the Association of Bay Area Governments (ABAG). The legislation focused on the governance structure of both regional boards and encouraged a better integration of transportation and land use. MTC is also interested in working with the nine CMAs and local governments in the region to develop policies and incentives that build upon the successful Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) programs developed by MTC. On the same topic, ABAG released the draft results of its Smart Growth/Livability Footprint Project on October 17<sup>th</sup> and in January 2003 released a draft Regional Forecast for population, housing and employment that reflects the policies contained in the Footprint Project. This modified forecast could have significant policy implications on the region in the form of the air quality conformity and traffic modeling that MTC will develop in the preparation of the 2004 Regional Transportation Plan (RTP) and the subsequent regional housing needs assessments (RHNA) that provide the housing numbers that local governments must plan for in their housing elements.

**STA POLICIES AND ACTIVITIES RELATED TO TRANSPORTATION/LAND USE**

One of the implementation tasks identified by the STA Board in the Comprehensive Transportation Plan is the development of a Transportation for Livable Communities (TLC) Program. This task is item #30 on the STA Board's adopted list of priority projects. Staff has initiated this process through the Alternative Modes Subcommittee in preparation for the STA/YSAQMD Conference on April 11, 2003. The STA has also developed a "Toolkit" in partnership with Solano's City and County Planner's Group, the Alternative Modes Subcommittee and the YSAQMD. The STA's TLC program is being developing in anticipation of allocating future federal countywide TLC and Enhancement funds that will be available as part of the first programming cycle of TEA 3 funds.

As part of the informational briefing provided to the Board in February 2003, staff highlighted several plans and programs developed by the STA, in partnership with its member agencies, that touch on the linkage between transportation and land use in specific instances and applications. These efforts included the following:

1. The Jepson Parkway Concept Plan developed in 2000.
2. The policies and prioritization criteria for the allocation of federal enhancement funds that were adopted in 2001.

3. The Alternative Modes Element of the Comprehensive Transportation Plan that was adopted in 2002 and contains a list of TLC candidate projects submitted by each of our eight member agencies that total an estimated \$80 million.

#### EXPANDED MTC/CMA PARTNERSHIP

As mentioned previously, MTC staff initiated discussions with the Bay Area CMA Association (CMA directors) regarding the continuing transportation and land use discussions within the region and at the State Capitol. Attached are MTC's proposed policies targeted at expanding the MTC/CMA partnership that currently exists through a regional planning agreement between MTC and each of the nine Bay CMAs (attachment A). Also attached are "Principles on Transportation Land Use Policy Proposals developed by the Bay Area CMA Association and the scope of work for STA's current agreement with MTC (attachments B). MTC allocates \$140,000 a year in federal Surface Transportation Program (STP) funds to the STA and has committed to increasing this amount to \$240,000 in FY 2003/04.

Jim Spering, the STA's new Chair and Solano County's MTC Commissioner, requested the STA Board discuss and consider MTC's proposal to expand the MTC/CMA partnership at the February 6<sup>th</sup> Board meeting. Concurrently, I was designated by the Bay Area CMA Association to develop a draft list of work task items pertaining to the better integration of transportation and land use to be considered as part of this expanded role for CMAs. Attached is the initial list of proposed work task items prepared by STA staff for discussion by the STA Board and the CMA Directors (attachment D). This list was developed based on a combination of the following:

1. Current policies adopted by the STA Board.
2. Work activities contained in the MTC/STA agreement for federal STP funds for transportation planning.
3. The list of STA priority project and studies currently underway or anticipated in FY 2002/03 and 2003/04.

At the suggestion of MTC staff, several tasks pertaining to ABAG's responsibility for the development of the Regional Housing Needs Assessment (RHNA) were originally added to potentially complement ABAG/MTC discussions. At the February Board meeting, staff recommended to the STA Board that this list of potential MTC/CMA work tasks also be presented to the Solano Mayor's Conference, Board of Supervisors, Solano City Manager's Association and Solano City and County Planner's Group for review and comment. In addition, staff included a recommendation for the resources necessary for each CMA to support these additional work tasks. This recommendation was subsequently endorsed by the Bay Area CMA Association and forwarded to MTC as part of the proposed work program.

On February 6, 2003, staff provided the STA Board with an informational presentation on this topic and requested feedback, comments and policy direction. STA Board Member Len Augustine noted his opposition to any regional agencies (ABAG, MTC or STA) encroaching on the land use authority of cities and counties. STA Chair Jim Spering commented that this expanded work plan is intended to serve the dual purpose of ensuring the protection of local land use authority and providing a vehicle and resources (through the STA) for cities and counties to plan, fund and construct projects that provide an improved integration between land use and transportation. He requested staff add language strengthening and clarifying support for the land use authority of cities and counties. Board Member John Silva noted he shared a similar concern about protecting the land use sovereignty of local government and that this work plan, as presented, would not usurp local land use control. He requested staff provide a similar briefing to the following groups in the order specified: 68

1. Solano City and County Planner's Group
2. Solano City Manager's Association
3. Solano Mayor's Conference
4. Solano County Board of Supervisors

Concurrent to these presentations, MTC and CMA staffs have continued to discuss and refine the work plan. At the request of MTC's Executive Director, Steve Heminger, the proposed Work Program has been subdivided into four separate task areas and the reference to ABAG areas of responsibilities have been removed from the proposed MTC/CMA work plan and shifted to a cover letter requesting MTC and ABAG consider discussing these two additional proposed tasks in concert with the CMAs. This draft work plan is designed to provide flexibility, through a menu of eligible work tasks, to enable each of the nine Bay Area CMAs to tailor a specific work plan to meet the priorities and conditions of its specific county.

**Discussion:**

This item has been presented for discussion and input to the Solano City and County Planner's Group, the Solano City Manager's Association and the Solano Mayor's Conference. A presentation is scheduled for the Solano County Board of Supervisors on April 8<sup>th</sup>. A presentation was also provided to the Alternative Modes Subcommittee and the STA TAC and Transit Consortium.

**INPUT ON WORK PLAN**

The following is a summary of the comments provided on the draft work plan:

The Planner's Group noted their concern about item #5 pertaining to the review of General Plans and item # 10 pertaining to having STA serve as the forum for the Regional Housing Needs Assessment (RHNA) process in Solano County (see attachment F). The City Manager's generally agreed with the Planning Group's comments. As currently crafted, the STA is already engaged in 5 of the 12 potential tasks (excluding the RHNA and Regional Forecast tasks) identified in the work plan and 3 additional tasks are identified in the STA's Priority Projects Work Plan for FY 2002/03 and 2003/04. Staff recommends support of the proposed MTC/CMA Transportation/Land Use Work Plan (attachment G) and recommends the STA Board to authorize the Executive Director to request the additional resources and to begin preparing a draft work plan for FY 2002/03 and 2003/04.

**Recommendation:**

Approve the following recommendations:

1. Authorize the Executive Director to enter into an agreement with MTC for an integrated transportation and land use work plan for an annual amount of \$150,000 in regional transportation planning funds.
2. Direct staff to finalize the draft MTC/STA Transportation/Land Use Work Plan for FY's 2003/04, 2004/05 and 2005/06 in conjunction with the Solano City and County Planner's Group and Alternative Modes Subcommittee, for consideration and approval by the STA Board.

Attachments:

- A. MTC's Principles on Transportation and Land Use Integration
- B. CMA's Principles on Transportation/Land Use Policy Proposals
- C. Current MTC/STA STP Planning Work Program (3% Planning Funds)
- D. Original List of Potential Work Program Tasks for Expanded MTC/CMA Partnership Focused on Transportation/Land Use & Proposed Resources/Budget for Expanded MTC/CMA Partnership
- E. Summary of Comments Provided by Solano City and County Planners
- F. Modified MTC/CMA Work Plan (dated March 31, 2003)
- G. Draft MTC/STA three year Work Plan

## MTC PRINCIPLES ON TRANSPORTATION/LAND USE INTEGRATION

December 2002

1. The Metropolitan Transportation Commission (MTC) supports a closer integration of regional transportation policy with local land use decisions. Evidence of this commitment includes: the overwhelming funding emphasis in the Regional Transportation Plan (RTP) on sustaining existing road and transit infrastructure that serves the Bay Area urban core; the Commission's decision in the 2001 RTP to triple the funding level for the award-winning Transportation for Livable Communities program; and the agency's leadership role as the largest funding partner in the Regional Agencies Smart Growth Project.
2. As a further step along this path, MTC proposes to engage the nine county-level congestion management agencies (CMAs) in a new smart growth and housing partnership. This new partnership would respect the authority of local governments to make land use decisions; extend the MTC/CMA linkage that already exists for transportation planning and programming; acknowledge that the CMA enabling statute explicitly recognizes their role in monitoring and mitigating the effects of local land use decisions on the transportation network; and take advantage of the fact that most CMA boards include representation from each city and county organized on a sub-regional basis.
3. The following menu of options could comprise the work program for the new MTC/CMA partnership:
  - \* Incentives – Both the San Mateo CMA and MTC have instituted housing incentive programs that dedicate transportation funds towards encouraging local jurisdictions to approve additional housing adjacent to transit nodes. An expansion of these or similar programs should be explored.
  - \* Mitigation – As noted above, their enabling statute requires CMAs to establish level of service standards, monitor violations, and ensure mitigation of deficiencies by the responsible local jurisdiction. A variation of strengthening of this approach could be investigated, with special attention to managing the impacts of transit-oriented development.
  - \* Planning – Improved transportation/land use planning could take a number of forms. The CMAs could take the lead in corridor or station area planning to support greater housing density near MTC Resolution No. 3434 transit extensions. This same approach could be pursued more broadly in partnership with the Association of Bay Area Governments (ABAG) and the CMAs in refining and implementing the preferred "network of neighborhoods" alternative emerging from the Smart Growth Project.
  - \* Best Practices – MTC and the CMAs should consider promoting best practices from transit – and town center-oriented development both outside and within the Bay Area, with a special focus on local examples near BART, Caltrain, Muni, and VTA rail stations.
  - \* Housing Needs – MTC and the CMAs could engage ABAG in dialogue about a potential delegation of its regional housing needs allocation process to CMAs with the attendant responsibility to broker agreements on jurisdiction-level housing assignments within each county. This is similar to the process established by the Southern California Association of Governments in portions of the Los Angeles metropolitan area.
4. MTC opposes a merger with ABAG because such a consolidation will not affect the pattern of growth in the Bay Area as neither regional agency has land use authority. A merger also is unlikely to save significant public funds, since the two agencies already co-own the same office building and, there are no major redundant staff functions. Finally, closer consideration between the two agencies can be fostered without a merger, such as through the recent formation of the Regional Agency Coordinating Committee and the new CMA partnership proposed above.

# BAY AREA CMA ASSOCIATION

## Principles Related to Potential Legislation For Enhancing the Connection between Transportation and Land Development Draft 12-31-02

*The following principles have been prepared by the CMA Executive Directors as a guideline for any development of legislation to enhance the connection between transportation and land development. The development of a regional consensus on an approach to connecting land development and transportation is essential. The development of a process to reach this regional consensus is also essential. The following Principles are intended to provide a possible starting point for the regional discussion as well as a starting point for each CMA as it develops its position on this matter.*

### Principles

1. Responsibility for addressing land use and transportation linkages should, to the greatest extent possible, be delegated to the lowest responsible governance level – typically cities and counties – within the framework of regional goals and objectives.
2. The process of connecting land use and transportation decisions should replicate the “bottoms up, guided by regional goals” approach currently used by MTC, CMA’s and local government for transportation planning. If a regional growth strategy or plan is to be developed, the relationship between MTC, the CMAs, and cities/counties provides a model for the process that should be used by the regional agencies to develop such a plan. As an example:
  - a. The CMA’s (or the agency responsible for preparing the Countywide Transportation Plan) would develop a Countywide Growth Plan based on City and County General Plans.
  - b. Countywide Growth Plans would serve as the foundation of the Regional Growth Strategy prepared by MTC and ABAG.
  - c. Any Regional Growth Strategy must be consistent with each Countywide Growth Plan and Countywide Transportation Plan.
  - d. The CMA’s (or the agency responsible for preparing the Countywide Transportation Plan) would coordinate a countywide implementation of the Regional Growth Strategy/Countywide Growth Plan in consultation with its member agencies.
  - e. Federal Planning Funds and other Regional Discretionary Funds are necessary to support this effort. Funding would be allocated to the CMA’s (or the agency responsible for preparing the Countywide Transportation Plan) to assist the CMA’s, the cities and the County in developing Countywide Growth Plans.
3. Improved connections between land development and transportation should be promoted through incentives and targeted investment rather than penalties.

4. MTC, ABAG, the CMA's, counties and cities should collectively define the roles and functions associated with any new process.

## APPENDIX A: SCOPE OF WORK AND BUDGET

### MTC/CMA PLANNING AND PROGRAMMING AGREEMENT

#### TASKS, PRODUCTS AND BUDGET

##### CONGESTION MANAGEMENT AGENCY PLANNING AND PROGRAMMING 2000/2001 – 2003/2004 TASKS AND PRODUCTS

#### Objectives

To assist MTC in implementing federal and State transportation planning and programming by representing the local transportation interests within the county and coordinating with regional, State and federal interests. To disseminate information to and coordinate with local jurisdictions and transit operators. To prepare and refine transportation plans, programs and projects for the county responsive to federal, State, and regional requirements, goals and policies. To coordinate county and city priorities for MTC's Regional Transportation Plan (RTP), Regional Transportation Improvement Plan (RTIP) and other regional efforts.

#### Description

The Congestion Management Agency (CMA) or formally designated substitute agency of each county shall conduct specific planning and programming activities to assist MTC in meeting the requirements of federal TEA 21 legislation and related State and regional planning and programming policies and guidelines. This shall include coordination of local interests and ongoing participation in the regional Partnership.

#### Previous and Ongoing Work

- County level Congestion Management Plan (CMP) and other countywide transportation programs, and affiliated Capital Improvement Programs (CIPs)
- Corridor Management Plans
- Countywide Transportation Plans
- Related planning activities and corridor studies

#### Tasks and Related Products

##### **1. Develop Long-Range Countywide Transportation Priorities**

In the context of the region's long-term goals, objectives and policies, provide a countywide perspective on major transportation planning issues, including the cities, transit operators, and other transportation interests. Participate in the development of regional long-term transportation investments policies and strategies.

- Assist in implementing this vision through establishing countywide priorities for proposals of projects for MTC's RTP.
- Provide input to the Blueprint and other long-range regional transportation planning processes.
- Participate in the development of air quality strategies and analysis.

- Update the CMP, if applicable.
- Update the countywide travel demand model, and establish consistency with MTC's model.
- May include development or update of a Countywide Plan, as per Government Code Section 66531, at the discretion of the county.

## **2. Participate in the development of long-term and short-term land use/transportation coordination strategies.**

- Assist MTC in implementing its approved transportation/land use policy. Support development of Transportation for Livable Communities (TLC) proposals within the county, and the coordination of these projects with other projects within the county.
- Assist MTC in responding to the TEA 21 directive to analyze the likely effect of transportation policy decisions on land use and development.
- Improve the coordination of land use and transportation within the county through refinement / updating of the analysis of the cumulative transportation impacts of land use proposals throughout the county. Work with local jurisdictions, transit agencies, and other transportation interests to develop county level strategies to address land use/transportation issues.
- Consider the development and analysis of alternative land use and transportation scenarios, in coordination with local jurisdictions, transit agencies, and other transportation interests within the county.

## **3. System Management and Operations**

Assist in MTC, Partnership, and local activities to improve the operation of transportation as an integrated multi-modal system.

- Participate in the development of a System Management Plan and related activities.
- Identify and coordinate operational strategies to improve mobility and accessibility.
- Assist in the development of performance measures.
- Assist MTC in the refinement and updating of the Metropolitan Transportation System (MTS).
- Support the implementation of regional customer service projects, and assist in coordinating these projects and programs with others within the county.

## **4. Establish and Implement Countywide Programming Priorities**

- Develop a Capital Improvement Program (CIP) that reflects multi-modal emphases and priorities, as input to various processes including the RTP, Transportation Improvement Program (TIP), Regional Transportation Improvement Program / State Transportation Improvement Program (RTIP/STIP), and sales tax expenditure plans. Solicit input from transportation stakeholders, including transit operators. The CIP may be part of the CMP or other relevant county or corridor based plans that establish investment needs and priorities.
- Play an active role in planning and programming STIP, STP, Congestion Management and Air Quality (CMAQ), TEA and other State and federal funds.

- Participate in the development of regional criteria for programming transportation investments.
- Assist MTC in monitoring the progress of funded projects within the county and help project sponsors meet important project delivery deadlines, ensuring funds are not lost to the county or the region.

**5. Assist in Development of Legislation**

Assist in the development of regionally sponsored transportation oriented legislation and the development of advocacy positions on proposed legislation.

**6. General Tasks**

- Serve as a facilitator and liaison for county, city, and transit interests, and as a conduit for MTC for work with local jurisdictions as needed, including addressing federal and State requirements, assisting in corridor studies, disseminating information to local agencies on pertinent funding sources and requirements, regional programs, collecting local data for MTC purposes, etc.
- Participate in the Bay Area Partnership committees, sub-committees, and working groups.
- Assist MTC in evaluating technical planning tools (e.g., geographical information systems, signal timing coordination software, etc.).

<u>Products</u>	<u>Delivery Date</u>
Refinement of the MTS (corrections and proposals)	Spring/Winter 2000
Proposals for the 2000 RTP and subsequent RTPs	Summer/Fall 2000
Capital Improvement Program	Schedule to be developed
Provide input to System Management Plan and Operational Strategies	Summer/Fall 2000
Performance Measures (development, data coordination)	Fall/Winter 2000
Develop land use/transportation proposals	Schedule to be developed
Progress and Financial Reports	Quarterly

## Transportation Land Use Policy Proposals

1-30-03

### Proposed Work Plan

The following bullets are intended to help facilitate discussions between CMAs and MTC on possible activities to help further develop and implement the Bay Area's transportation land use policies and programs:

- Develop and maintain Countywide TLC and HIP Plans and Countywide TLC and HIP Programs, including identifying Candidates Projects for Countywide and Regional TLC/HIP Funds.
- Development of Best Practices or "toolkits" designed to promote and implement downtown and transit-oriented developments, station plans and multi-modal corridors within each county including promoting land uses that support intermodal bus facilities, bus routes, vanpools/carpools, ferry and rail services.
- Development of countywide TLC conferences/workshops/training to foster, encourage and implement TLC programs and projects.
- Provide technical support to local jurisdictions to support development of TLC/HIP projects, applications and grant submittals.
- Review and comment on new proposed local general plans, general plan amendments, vision plans, strategic plans, specific plans and downtown revitalization/redevelopment plans.
- Recommend various TLC and housing incentives and best practices, such as bicycling, pedestrian, ridesharing, transit and transit-oriented improvements.
- Develop and/or fund corridor and local concept plans consistent with local TLC/HIP programs.
- Develop plans and programs to mitigate transportation-related impacts from transportation projects. These could include activities related to countywide traffic impact fees, and local ordinances to promote and encourage more ridesharing and transit usage.
- Develop new and expanded implementation tools (by the CMA and its member agencies) to provide effective mitigation measures required by environmental impact studies to minimize and mitigate cumulative transportation-land use impacts of new land uses. This could include such measures as developing or helping to fund mitigation banks to mitigate impacts to biological, cultural wetlands and other federal and state resources as a result of transportation projects.

- Housing Needs Allocations:  
CMAs and MTC would engage ABAG in dialogue about a partial or entire delegation of its regional housing needs allocation process to the CMAs with the responsibility to allocate jurisdiction-level housing assignments with each county.
  
- In partnership with local jurisdictions within the county, review and provide comment on Regional Projections for population, housing and jobs.

## Dan Christians

**From:** Daryl Halls [dkhalls@sta-snci.com]  
**Sent:** Tuesday, February 25, 2003 8:52 AM  
**To:** Dan Christians  
**Subject:** RE: Comments on Transportation Land Use Work Plan Mtg. w City-County Planners

-----Original Message-----

**From:** Dan Christians [mailto:dchristians@sta-snci.com]  
**Sent:** Tuesday, February 18, 2003 6:59 PM  
**To:** Daryl Halls  
**Subject:** Comments on Transportation Land Use Work Plan Mtg. w City-County Planners

Daryl:

As requested, here are my notes from the City and County Planners Group meeting we attended last Thurs., 2-13:

- **North Bay Counties:** There was general concurrence that the four North Bay counties usually stay together on matters like the proposed TLC Work Plan and the changes in density and transit criteria that had been endorsed by the planners group last month on the regional Housing Incentives Program (HIP)
- **Comments on General Plans - Work Plan Item #5:** Planners were only OK with STA commenting on the transportation elements of a General Plan if its at the request of city (like was requested by the City of Rio Vista on their new General Plan). Additional explanatory language was requested to further define the purpose of this item. Some planners wanted to make sure that any such STA comments were provided in such a way that they couldn't be easily used against cities or the county by anti-growth groups.
- **Housing Needs Allocation delegation - Work Plan Item #10:** There was some general opposition to the STA getting involved in the partial or full delegation of housing needs allocations based on the concern that this could cause a possible adversarial relationship between the cities, county and STA. Some of the planners felt that this may be better left at a regional level.  
 However at least one or two planning directors indicated that, if there was a good proactive partnership with the local jurisdictions, there could be some merit with STA or another countywide group (i.e.. council of mayors) taking on such a role at the request of the cities. This would require the agency having the technical tools, local knowledge, and additional resources necessary to help cities and county better identify the potential problems and/or develop viable alternative allocations to avoid placing too many low and very low housing units in those jurisdictions that can not as easily absorb them.
- **Technical Assistance** - There was general support of the STA providing additional technical assistance and/or having additional planning resources (particularly for the smaller cities), to help them package applications for TLC type funding for planning and capital grant purposes.
- **Economic Incentives** - An interest was expressed about the need to be able to program more of these federal funds to create new economic incentives that result in more job growth in Solano County and thereby create a better balance of jobs vs. housing. The HIP and the TLC program are based more on housing and transit-oriented developments rather than job growth. No particular incentives were suggested.
- **Population Projections** - Because of the STA's countywide perspective and its role of having to use the ABAG's population - housing - jobs projections as input to the Countywide Travel Demand Model, there was overall support for having the STA work with the cities and county to coordinate comments on future draft ABAG projections.

**MTC/CMA Transportation/Land Use Work Plan**  
**Scope of Work**  
 (dated 3/31/03)

**I. Scope of Work**

The following work tasks are intended to facilitate the integration of transportation and land use planning within the Bay Area's nine counties, and between the nine CMA's county transportation plans and MTC's RTP, by providing the nine Bay Area Congestion Management Agencies with the resources necessary to further develop and implement the Bay Area's transportation/land use policies, programs and projects. The following is intended to be a menu of options. Each CMA will develop its county program in collaboration with MTC.

1. Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP)
  - Develop and administer Countywide TLC and HIP Plans and Countywide TLC and HIP Programs, including identifying Candidates Projects for Countywide and Regional TLC/HIP Funds.
  - Provide technical support to local jurisdictions to support development of TLC/HIP projects, applications and grant submittals.
  - Develop transportation infrastructure program that supports affordable housing and transit-oriented development (such as participating in the development of Future Study Measure 5 pertaining to Enhanced HIP/Station Access Program).
2. Smart Growth Policy Development and Program Implementation
  - Development of Best Practices or "toolkits" designed to promote and implement downtown and transit-oriented developments, station plans and multi-modal corridors within each county including promoting land uses that support intermodal bus facilities, bus routes, vanpools/carpools, ferry and rail services.
  - Development of countywide TLC/Transit Oriented Development (TOD) conferences/workshops/training to foster, encourage and implement TLC/TOD programs and projects.
  - Review and comment on new proposed local general plans, general plan amendments, vision plans, strategic plans, specific plans and downtown revitalization/redevelopment plans.
  - Work with MTC to define and develop appropriate modeling tool for determining impact of transit oriented development.

- Recommend various TLC and housing incentives and best practices, such as bicycling, pedestrian, ridesharing, transit and transit-oriented improvements.

3. Resolution 3434

- Development and/or funding of corridor and local concept plans consistent with Resolution 3434 transit corridors and transit corridors identified in county transportation plans.
- Coordination with MTC and project sponsors on Transit Oriented Development (TOD) opportunities and development of TLC and/or HIP candidate projects that will advance transit oriented development and related projects supporting Resolution 3434 and county transit corridor plans investments.

4. Mitigation

- Develop plans and programs to mitigate transportation-related impacts. These could include activities related to countywide traffic impact fees and local ordinances to promote and encourage more ridesharing and transit usage, and mitigation banks.
- Reassessment of CMP responsibilities and tasks for those counties where none currently exist.

## **II. Proposed Resources/Budget**

The following resources will be needed to fund the implementation of this expanded MTC/CMA Work Plan, focused on transportation and land use, to:

1. Retain dedicated staff and/or consultants to prepare work products as specified in Work Plan.
2. Develop Countywide Transportation for Livable Communities (TLC) plans, "best practices manuals," conduct TLC studies, develop and facilitate TLC applications, review General Plans and EIS/R studies and multi-modal corridor plans and act as liaison between cities, counties, CMAs and MTC in the development of TLC and land use programs that foster better links between transportation and land use.
3. Provide local TLC/HIP Planning Grants to Local Jurisdictions.

The recommended budget is as follows:

1. Allocate a minimum of additional \$150,000 of regional STP-Planning funds (or similar flexible funds) to each of the nine CMAs (aggregate total of \$1.35 million annually) for the development of the various tasks listed above including development of countywide TLC/HIP Plans and countywide TLC/HIP programs that support the goals and objectives of the Regional Transportation Plan and Countywide Transportation Plans.
2. MTC may authorize additional allocations on a case-by-case basis based on additional tasks agreed to by MTC and the respective CMA (this would include MTC support of STIP/STP fund swaps by individual CMAs to fund additional TLC/HIP activities out of county RIP shares).
3. These expanded revenues would be in addition to the currently expected minimum of \$240,000 a year of STP-Planning funds to be allocated to each CMA starting in 2003/04.

Draft

Transportation/Land Use Program  
MTC/STA Three Year Work Plan  
2003-04 through 2005-06

On-Going Services

- Hire and train a senior level planner to assist the Assistant Executive Director/Director of Planning coordinate and administer the Comprehensive Transportation Plan update and the countywide Transportation for Livable Communities (TLC), Housing Incentives Program (HIP) and Enhancements program for Solano County and serve as a liaison to MTC's regional TLC/HIP program.
- Provide technical support and workshops for local jurisdictions to support development of TLC/ HIP/Enhancements projects, applications and grant submittals.
- At the request of the local jurisdiction, review and provide suggested strategies on proposed new transportation-related issues of general plans, general plan amendments, vision plans, strategic plans, specific plans and downtown revitalization/redevelopment plans.

2003-04

- Develop a countywide TLC Plan and Program including candidate projects for the next TLC/HIP and Enhancements program cycles.
- Develop program guidelines, eligible activities and an allocation plan for countywide TLC/HIP/Enhancements funds for the first cycle of TEA-3.
- Refine, distribute and follow-up on the implementation of the "Best Practices" or "toolkit" effort to promote and implement downtown and transit-oriented developments, station plans and multi-modal corridors within Solano County including promoting land uses that support intermodal bus facilities, bus routes, vanpools/carpools, ferry and rail services.
- Complete the I-80/680/780 Transit Corridor Plan and incorporate various HOV, ridesharing, TLC and transit capital improvements into the overall corridor plan where possible and feasible.
- Participate in the Old Cordelia TLC planning study.

2004-05

- In conjunction with member agencies, research and develop a proposed traffic impact fee mitigation program to implement significant transportation projects.
- Develop a Corridor Concept Plan for the I-80/680/12 North Connector project.
- Update the Jepson Parkway Corridor Concept Plan once the Draft EIR/S is completed.

2005-06

- Develop a TLC Corridor Concept Plan for the proposed South Parkway as part of the I-80/680/12 interchange project once the proposed alignments and alternatives in the Draft EIR/S are further advanced.

- Implement a traffic impact fee and environmental mitigation program if deemed appropriate by the STA Board to implement significant transportation projects.



DATE: April 1, 2003  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Request for Proposals for Senior and Disabled Transit Study

**Background:**

The STA's Comprehensive Transportation Plan (CTP) Transit Element, completed and adopted by the STA Board on May 8, 2002, recommended a further study to focus on new or expanded senior and disabled transportation services. The purpose of the study is to develop a concept or vision for future senior and disabled transit service through extensive public outreach, data collection, projected service demand, and project funding needed for service providers.

The proposed Senior and Disabled Transit Study will provide data and implementation recommendations that may be incorporated into: 1) future updates of the CTP Transit Element, 2) Solano County transit providers' short - and long-range transit plans, 3) programming of new funding revenues for transit services, and 4) the future expansion of the STA's Solano Paratransit service.

The STA Board approved the development of the Senior and Disabled Transit Study in the Overall Strategic Planning Program for 2002-03 and 2003-04 in October 2002. IT was also approved and included in the PCC 2003 Work Plan in November 2002. Since then, STA staff identified two funding sources (State Transit Assistance Funds-Northern Counties and State Transit Assistance Funds Regional-Paratransit Program) for a total of \$100,000 available to complete the proposed study.

**Discussion:**

STA staff developed a scope of work for the Senior and Disabled Transit Study which was reviewed by the STA's Paratransit Coordinating Council, the STA's TAC, and the SolanoLinks Consortium and has been incorporated into a Request for Proposals (RFP) (see Attachment A). The scope of work is separated into four distinct phases: 1) Research and Data Collection, 2) Public Outreach, 3) Draft Study, and 4) Final Study. STA staff is putting a heavy emphasis on public input and intends to present and gather information from various user groups (e.g. senior centers, disabled transportation services, and other groups specializing in senior and disabled issues).

Upon approval by the STA Board, staff will issue an RFP and convene an interview panel consisting of: a member appointed by the SolanoLinks Consortium (1), a PCC member (1), STA staff (2), a transit provider (1) and a senior citizen (1). The goal is to have the panel interview potential candidates in May 2003 and make a consultant selection recommendation to the STA Board on June 11, 2003.

**Fiscal Impact:**

The Study will be funded with State Transit Assistance Funds-Northern Counties (\$20,000) and State Transit Assistance Funds Regional-Paratransit Program (\$80,000) and these amounts are included in the STA's 2002-03 Revised Budget. There will be no impact to the STA General Operations fund.

**Recommendation:**

Authorize the Executive Director to issue a Request for Proposals for the Senior and Disabled Transit Study.

**Attachment:**

A. Senior and Disabled Transportation Study RFP

**Request for Proposals**  
(Project # 2003-01)

for the

**Senior and Disabled Transit Study**

in

**Solano County**

By the



**Solano Transportation Authority**

**RESPONSES DUE:**

**5 PM, Monday, May 12, 2003**  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**Request for Proposals  
for the  
Senior and Disabled Transit Study  
in  
Solano County**

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2. Background
3. Scope of Services
4. DBE Requirements
5. RFP Submittal Requirements
6. Selection of Consultant
7. Selection Process and Project Schedule

**Request for Proposals  
(Project # 2003-01)**

**for the  
Senior and Disabled Transit Study  
in  
Solano County**

**SECTION 1 — INTRODUCTION**

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for programming State and Federal funding for transportation projects within the county.

**SECTION 2 — BACKGROUND**

The STA completed the Solano Comprehensive Transportation Plan (CTP) in May 2002. The CTP provides the basis for a long range, multi-modal transportation plan for Highways and local roads, Transit, and Alternative Modes in Solano County. The CTP's Transit Element recommended a further study to focus on new or updated senior and disabled transit services. Also, in public opinion survey performed in 2002 by the California Alliance for Jobs, senior and disabled service ranked 3rd for Solano transportation priorities. As such the STA determined that a senior and disabled transit study be developed to provide implementation recommendations that will be incorporated into or provide data for: 1.) future updates of the CTP Transit Element, 2.) Solano County transit providers' short- and long-range transit plans, 3.) helping prioritize new funding revenues and programs for senior and disabled transit services, and 4) implementation plans for the future expansion of the Solano Paratransit Service.

**SECTION 3 — SCOPE OF SERVICE**

The STA intends to retain a qualified and committed professional planning firm/team to prepare the Senior and Disabled Transit Study with the following components:

1) Research and Data Collection

- Review all current data available from the 2000 U.S. Census, regional studies on senior and disabled needs, Solano County health and services caseload information, and other information from senior centers and non-profit groups specializing in senior and disabled issues.
- Review existing ridership, number and types of buses and vans used, origination/destination data, farebox recovery, revenue hours and other available data from all existing ADA paratransit services, senior services, non-profit groups, health groups, subsidized taxi services, volunteer programs and any other agency that provides transportation for senior and disabled

groups throughout Solano County.

- Compile and prepare tables displaying all of the above data and any identified short- and long-range trends in senior and disabled transportation services in the county.
- Prepare a survey form requesting information on various senior and disabled transportation issues and distribute through the Paratransit Coordinating Council and at various senior and disabled facilities throughout Solano County.

## 2) Public Outreach

- Prepare a Power Point presentation based on the results from the above data collection effort and survey.
- Present findings at the PCC, SolanoLinks Intercity Transit Consortium, STA Technical Advisory Committee, STA Board and at approximately 10-12 senior and disabled groups throughout Solano County. Distribute the survey form as part of each presentation.
- Compile all comments received from the survey and add into the Power Point for later presentations.

## 3) Draft Study

- Identify the short and long term, local and intercity transit demand (by type and location) for various elderly and disabled residents in Solano County from 2000 through the year 2025, based on the data compiled in phase 1 of the study.
- Develop a short-range (i.e. 5 years) and long-range concept plan and vision for delivering all future senior and disabled services and programs (including required ADA services) recommended for all transit operators in Solano County
- Hold at least six public workshops/meetings on the Draft Plan and obtain input from various existing elderly and disabled transit riders and groups in Solano County, the Solano Paratransit Coordinating Council, the SolanoLinks Transit Consortium, STA Technical Advisory Committee and STA Board.
- Identify short term capital and operating funds needed for each of the Solano County transit operators that currently provide transit services for senior and disabled residents in Solano County based on adopted short and long range transit plans.

## 4) Final Study

- Develop an overall concept plan or program strategy to provide new or revised services for senior and disabled transportation services in 5 year periods between 2005 and 2025; identify different options and dollar amounts for implementing different levels of new services; develop suggested program types, and specify potential new, expanded or revised transit services to meet expected long term demand.
- Based on Phase 1 and Phase 2, develop a detailed implementation schedule and specific tasks for the STA and Solano County transit operators that will be necessary to implement recommended new or revised elderly and disabled services in the first five years of receipt of any new local transit funding sources to Solano County.
- Finalize the report and print 100 copies and distribute to the STA staff, Solano Paratransit Coordinating Council, the SolanoLinks Transit Consortium, Solano County Transit operators, STA Technical Advisory Committee and the STA Board for review and approval.

## SECTION 4 DBE REQUIREMENTS

The STA has an adopted DBE Program that is intended to encourage participation of disadvantaged business enterprises. Consistent with this program, the STA has established a DBE participation goal of 7.3% for the requested services for the **Senior and Disabled Transit Study**, which is funded with federal funds. For DBE instructions and forms please see **Attachment 2**. Please note that the attached DBE forms must be filled out and included in an appendix of your firm's proposal. Firms whose proposals fail to meet the established DBE goal must demonstrate in writing what efforts they have made to locate DBE firms. *The STA has the right to deem a proposal as non-responsive if this participation goal has not been met, and documentation demonstrating a good faith effort is judged inadequate. Guidelines for determining good faith efforts are available from the STA.*

## SECTION 5 — RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal (excluding resumes and the transmittal letter) shall not exceed a total of 30 single-sided, 8.5" x 11" pages. A **copy of the RFP** and resumes shall be included in an appendix.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm's/team's interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

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

3. *Project Understanding:* This section shall clearly convey the consultant's understanding of the nature of the work, and issues related to senior and disabled transit.
4. *Approach and Management Plan:* This section shall provide the firm's/team's proposed approach and management plan for providing the services. Include an organization chart showing the proposed relationships among consultant staff, Caltrans staff, STA staff and any other parties that may have a significant role in the delivery of this project.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant team that will be available for the Senior and Disabled Transit Study. Please emphasize the specific qualifications and experience from projects similar to this project for the

Key Team Members. Key Team Members are expected to be committed for the duration of the project. Replacement of Key Team Members will not be permitted without prior consultation with and approval of the STA.

6. *Staffing Plan:* The proposal shall provide a staffing plan (by quarter) and an estimate of the **total hours** (detailed by position) required for preparation of the Senior and Disabled Transit Study. Discuss the workload, both current and anticipated, for all Key Team Members, and their capacity to perform the requested services for the Senior and Disabled Transit Study according to your proposed schedule. Discuss the firm/team's approach for completing the requested services for this project within budget.
7. *Work Plan and Schedule:* This section shall include a description of how each task of the project will be conducted, identification of deliverables for each task, and a schedule. The Work Plan should be in sufficient detail to demonstrate a clear understanding of the project. The schedule should show the expected sequence of tasks and include durations for the performance of each task, milestones, submittal dates and review periods for each submittal. Discuss the firm/team's approach for completing the requested services for this project on schedule. The project is expected to commence no later than July 1, 2003 and all public meetings, draft and final documents fully completed by December 31, 2003.
8. *Cost Control:* Provide information on how the firm/team will control project costs to ensure all work is completed within the negotiated budget for the project. Include the name and title of the individual responsible for cost control.
9. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
10. *References:* For each Key Team Member, provide at least three references (names and current phone numbers) from recent work (previous three years) similar to the Senior and Disabled Transit Study. Include a brief description of each project associated with the reference, and the role of the respective team member.
11. *DBE Forms:* The DBE Forms (Attachment 2) must be filled out and included in an appendix of the proposal. If your firm cannot meet the DBE goal, you must demonstrate in writing your good faith effort by submitting the DBE Good Faith Effort Forms.
12. *Submittal of Proposals:* Ten (10) copies of your proposal are due at the STA offices no later than the time and date specified in Section 6, below. Envelopes or packages containing the proposals should be clearly marked, "**Senior and Disabled Transit Study Proposal Enclosed.**"
13. *Cost Proposal:* A cost proposal should be submitted in a **separate sealed envelope titled "Senior and Disabled Transit Study Consultant Cost Proposal."** The cost submittal should indicate the number of anticipated hours by the Project Manager and Key Team Members. The

estimated level of hours for other staff can be summarized in general categories. The maximum consulting services budget has been set at \$80,000 for this project.

Include information regarding your Federal Acquisition Regulations (FAR) multiplier and the FAR of any subconsultants. The STA will pay costs based on the FAR plus a negotiated fee, however the overall multiplier will not exceed 3.0.

## **SECTION 6 — SELECTION OF CONSULTANT**

The overall process will be to evaluate the technical components of all the proposals completely and independently from the cost component. The proposals will be evaluated and scored on a 100 point total basis using the following criteria:

1. Qualifications and specific experience of Key Team Members.
2. Project understanding and approach, including an understanding of STA, public and private transit operations in cities of Solano County, Solano County and other agency review, approval and coordination processes.
3. Experience with similar types of projects.
4. Satisfaction of previous clients.
5. Schedule and capacity to provide qualified personnel.

Two or more of the firms/teams will be invited to an interview tentatively scheduled on **May 23, 2003**. The Project Manager and Key Team Members should attend the interview. The evaluation / interview panel may include representatives from STA, the Solano Paratransit Coordinating Council, and the SolanoLinks Consortium, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultants.

Once the top firm/team has been determined, STA staff will start contract negotiations with the firm/team. If contract negotiations are not successful, the second ranked firm/team may be asked to negotiate a contract with STA, etc. Provided the negotiations are proceeding well, the STA may elect to initiate a portion of the work scope with a Notice to Proceed (NTP), prior to execution of the contract.

## **SECTION 7 — SELECTION PROCESS AND PROJECT SCHEDULE**

- |                       |   |
|-----------------------|---|
| <b>May 12, 2003:</b>  | <b>Proposals are due no later than 5:00 PM</b> at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. <i>Late submittals will not be accepted.</i> |
| <b>May 23, 2003:</b>  | Interviews for consultant selection for the <b>Senior and Disabled Transit Study</b> are tentatively scheduled for May 23, 2003.  |
| <b>June 11, 2003:</b> | Consultant selection approval by STA Board.   |
| <b>July 1, 2003:</b>  | Project commences   |

**December 31, 2003**

**Project completed**

If you have any questions regarding this RFP, please contact:

Dan Christians  
Asst. Exec. Director/Director for Planning  
Phone (707) 424.6075  
Fax (707) 424-6074  
[dchristians@sta-snci.com](mailto:dchristians@sta-snci.com)

or

Robert Guerrero  
Associate Planner  
Phone (707) 424.6075  
Fax (707) 424-6074  
[rguerrero@sta-snci.com](mailto:rguerrero@sta-snci.com)



DATE: March 31, 2003  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: MTC Unmet Transit Needs Process  
Response for Solano County

**Background:**

On November 21, 2002 MTC conducted an Unmet Transit Needs Hearing in Solano County. This is a required process as long as any Solano jurisdiction uses Transit Development Account (TDA) Funds for streets and roads purposes; five jurisdictions in Solano County do so. MTC staff reviewed the results of the hearing and related correspondence and summarized the issues identified from the public participation process in a letter to STA dated March 17, 2003. A copy of MTC's letter regarding the unmet transit needs issues is attached.

In this letter, MTC requests that responses include substantive information supporting one of the following for each issue:

1. That an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place during fiscal year 2003-2004; or
3. that the service change required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the study resulted in the identification of an alternative means of addressing the issue; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

**Discussion:**

Any issues which fall into category (4) above will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee as an unmet transit need subject to countywide planning and resolution prior to any allocation of TDA funds for streets and roads purposes. Completing the response and resolution process will release TDA funds for streets and roads.

The STA has begun coordinating the county's response to MTC. The seven issues are included in MTC's letter and summarized on Attachment B. A summary response to each issue has been prepared in a coordinated manner between STA and local agency staff. MTC has requested more substantive responses that are in line with the attached summary responses. The summary responses were recommended for approval by the Consortium and the TAC contingent upon STA working with agency staff to prepare more substantive responses. STA staff has already begun working with various agencies' staff to work toward

this end and anticipates no difficulty in collecting the information to complete the response to MTC.

**Fiscal Impact:**

**None to the STA Budget.**

To expedite the release of FY03/04 TDA claims for streets and roads, substantive responses to the issues raised need to be forwarded to MTC in a timely manner.

**Recommendation:**

Authorize the Executive Director to continue to work with agencies' staff to complete a substantive response that is consistent with the attached summary response to the MTC FY 2003-04 Unmet Transit Needs preliminary issues and authorize submittal to MTC.

Attachments:

- A. MTC Letter
- B. Unmet Transit Needs Draft Summary Responses to Preliminary Issues



ATTACHMENT A

METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

MAR 18 2003

March 17, 2003

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County on November 21, 2002, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2003-04 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the November 21<sup>st</sup> public hearing, and copies of all correspondence received by MTC pertinent to the Solano County unmet transit needs process. Attached to this letter is a summary list of the preliminary unmet transit needs issues identified as a result of the public participation process for Solano County.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Many of the comments made at the hearing or received by MTC are deemed to be minor or were not relevant to specific transit service and the use of TDA funding.

Listed on Attachment A are the preliminary issues that were raised at the November 21, 2002, Solano County Unmet Transit Needs hearing or through written comment received by MTC. This list represents any *relevant* comments made through this year's unmet transit needs hearing process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

*Steve Kinsey, Chair*  
Marin County and Cities

*Jon Rubin, Vice Chair*  
San Francisco Mayor's Appointee

*Tom Ammiano*  
City and County of San Francisco

*Irma J. Anderson*  
Cities of Contra Costa County

*Tom Azunbrado*  
U.S. Department of Housing  
and Urban Development

*James T. Beall Jr.*  
Santa Clara County

*Mark DeSaulnier*  
Contra Costa County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacopini*  
U.S. Department of Transportation

*Scott Haggerty*  
Alameda County

*Barbara Kaufman*  
San Francisco Bay Conservation  
and Development Commission

*Sue Lampert*  
Cities of San Mateo County

*John McLemore*  
Cities of Santa Clara County

*Michael D. Nevin*  
San Mateo County

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Pamela Tarliatt*  
Association of Bay Area Governments

*Sharon Wright*  
Sonoma County and Cities

*Shelia Young*  
Cities of Alameda County

*Steve Heninger*  
Executive Director

*Ann Flemer*  
Deputy Director/Operations

*Therese W. McMillan*  
Deputy Director/Policy

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Additionally, incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need unless public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that STA, working with the transit operators, can address these issues.
- Finally, issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. are not considered to be relevant to the unmet transit needs process. An exhaustive, complete record of the comments received can be found in other attachments to this letter.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in conjunction with staff members of the jurisdictions in the County. Please provide us with a *preliminary* evaluation of each of the issues listed in Attachment A below at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now through the fiscal year 2003-04; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards, or
4. that the study resulted in the identification of an alternative means of addressing the issue; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

"Substantive information" supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into

Mr. Daryl Halls  
March 17, 2003  
Page 3

category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee as an unmet transit need subject to countywide planning and resolution prior to any allocation of TDA funds for streets and roads purposes.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's Programming and Allocations Committee (PAC) identifying those issues that the cities and County must address prior to MTC's consideration of FY 2003-2004 TDA fund requests for streets and roads purposes. We intend to present our recommendations to PAC. Receipt of your responses would be one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me at (510) 464-7837 if you have any questions or comments.

Sincerely,



Craig Goldblatt  
Solano County Liaison

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner  
Morrie Barr, City of Fairfield  
Pam Belchamber, City of Vallejo  
Dale Pfeiffer, City of Vacaville  
Alan Nadritch, City of Benicia  
Janet Koster, City of Dixon  
Misty Cheng, City of Rio Vista  
Gary Cullen, City of Suisun  
Charles Jones, County of Solano  
Ernest Bradford , Chair, Solano County PCC (c/o Jennifer Tongson, STA)

## **Attachment A: Issues raised at the November 21, 2002, Unmet Transit Needs Hearing or by Written Comment Received by MTC:**

### **Fixed Route Service Issues**

1. **Need for commuter bus service between Solano County and Sacramento.** Buses are the logical way to immediately bring about congestion relief in the I-80 corridor in Solano County.
2. **Need to Expand Fairfield/Suisun Transit service to BART during the day** by using smaller vans (similar to the ones used by Benicia Transit). The 6:30 bus to Pleasant Hill is full (no seats), and there is a shortage of parking places at the Magellan parking structure.
3. **Need to institute of commuter service from Rio Vista:** Rio Vista currently operates a single bus that serves a different destination each day of the week from Monday through Friday. There is a general request to institute more regular commuter service.
4. **Additional Vallejo Bus and Ferry Service:** Vallejo Bus and ferry service needs to run later in the evenings. Also there is a request for additional Sunday service in Vallejo. There needs be direct service to Marine World instead of special service. Finally Vallejo Transit does not meet the needs of evening or night workers.

### **Paratransit Service Issues**

5. **Need for paratransit service that would connect Solano County to Sacramento and to the Bay Area.** There is a need for better coordination and communication between Solano County paratransit and Sacramento paratransit services.
6. **Need for an enhanced paratransit system in Vallejo.** It is extremely difficult to reserve rides. Every day on average, there are four to five people that aren't able to get a ride in the program. No standing reservations are accepted. It takes hours to get through the reservation center. Clients usually need to call a week in advance between 7-8 a.m. The lines are continuously busy, and when a client gets through all the spaces are booked.
7. **Vacaville City Coach needs to extend their hours of transit service.** Buses stop running 5:30-6:00 p.m. For example, Kaiser hospital offers classes that end in the evening; however, service does not run late enough for attendees to return home.

**MTC Fiscal Year 2003-04 Unmet Transit Needs Process  
Solano County**

**Draft Summary Responses to Preliminary Issues**

	<b>Issue</b>	<b>Responsible Entity</b>	<b>Response to Issue</b>
1	Need for commute bus service between Solano County and Sacramento.	STA	Commuter bus service between Solano and Sacramento began on March 3, 2003 (#1)
2	Need to expand Fairfield/Suisun Transit service to BART.	Fairfield	This has been studied and an expansion of service is planned once additional equipment arrives in 2003. (#2)
3	Need to institute commuter service from Rio Vista	Rio Vista	As part of Rio Vista's Transit Study to be initiated in Spring of 2003, this issue will be studied. (#4)
4	Additional Vallejo Bus and Ferry Service	Vallejo	This has been and continues to be a recognized goal; however, funding is not available. Other (more productive) service would have to be cut in order to fund later night and Sunday service. Therefore, this service request is not reasonable. (#3)
5	Need for Paratransit service that would connect Solano County to Sacramento and to the Bay Area	STA	This issue will be studied as part of the Senior and Disabled Study the STA will be initiating in 2003. (#4)
6	Need for an enhanced paratransit system in Vallejo	Vallejo	This is a desirable goal. However, funding is not available. Other, more productive service would need to be cut in order to fund enhanced Paratransit service. (#3)
7	Vacaville City Coach needs to extend their hours of transit service for Kaiser evening classes for example and systemwide in the evening.	Vacaville	Past Short Range Transit Plans (SRTP), surveys and consultant recommendations relating to extended hours of transit service do not support the increased cost for additional service hours. Ridership counts indicate only 6 trips/day begin or end at Kaiser Hospital; this is less than 1% of system ridership. Additional evening service to

			<p>this low performing stop would be detrimental to system performance. Nevertheless, as part of this year's comprehensive SRTP, the adequacy of existing service (hours, routes, schedules, etc.) will be evaluated and presented to City Council. The City of Vacaville plans to begin the SRTP process in May 2003 and present to City Council by September. (#4)</p>
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DATE: April 1, 2003  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Dan Christians, Assistant Executive Director/Director of Planning  
RE: STA Input into 2004 RTP  
Strategic Planning Master Calendar

**Background:**

During the month of March, MTC staff initiated the process and schedule for public outreach and involvement in the development of the 2004 Regional Transportation Plan (RTP) (attachment A). Over the next couple of months, staff plans to work with the TAC, Transit Consortium and Board to develop the STA's process, schedule and priorities for the allocation of federal cycle funds and to develop STA and Solano County's collective input into the development of the 2004 RTP. Concurrently, the STA has a number of countywide and local transportation studies and planning processes underway and/or about to commence.

**Discussion:**

Attached for information and discussion by the Board is a draft STA Strategic Planning Master Schedule for FY 2003/04 prepared by staff. This schedule reflects the anticipated timeframe for the STA to provide input into MTC's development of the 2004 RTP and to develop the list of track 1 funding recommendations for Solano County. This proposed master schedule lays out an ambitious schedule for the STA and its member agencies to complete 16 separate planning studies prior to completing an update to the STA's Comprehensive Transportation Plan (CTP). It is proposed that the CTP update will consist of incorporating the results of these 16 studies into the current CTP approved in 2002 and having staff/consultants provide updated project cost estimates. The priorities identified in the updated CTP will then be used to review and amend the STA's input into the 2004 RTP, specifically for the submittal of revisions for Solano County's track 1 funding submittals to MTC due by May 2004.

As part of this process, staff is recommending the STA Board reconvene its three subcommittees for purposes of review and updating each of the three elements of the CTP and to monitor the various planning studies currently underway. Board Member Len Augustine has requested to be appointed to the Arterials, Highways and Freeways Subcommittee. Other Board Members may wish to remain on the same subcommittee or be appointed to a new subcommittee. Staff is also working with the staff and technical assistance representatives of each subcommittee to ensure their commitment to continue to serve.

**Fiscal Impact:**

The fiscal impact for the update of the CTP in FY 2003/04 is an estimated \$180,000 with the funding to be covered from a combination of Federal transportation planning funds (3% CMP planning) and Federal STIP/STP swap funds. An additional \$9,000 in Board and Administrative expenses is also anticipated. A more detailed list of expenditures will be developed as part of the update FY 2003/04 budget in June 2003.

**Recommendation:**

Approve the following:

1. Reconvene the Arterials, Highways and Freeways Subcommittee to review and update the Arterials, Highways and Freeways Element of the CTP, and monitor the development of the I-80/680/780 Corridor Study, the Solano County Traffic Model, Traffic Safety Plan Update and 2003 Congestion Management Plan.
2. Reconvene the Transit Subcommittee to review and update the Transit Element of the CTP, and monitor the development of the I-80/680/780 Transit Corridor Study, Senior and Disabled Transit Study, Three Rail Studies (Napa/Solano, Dixon/Auburn, and Contra Costa/Solano), Community Based Organization (Transit) Study, and three STAF funded local transit studies (Fairfield, Rio Vista and Vallejo).
3. Reconvene the Alternative Modes Subcommittee to review and update the Alternative Modes Element of the CTP, and monitor the development of the Solano County TLC Program and the updates of the Countywide Bicycle Plan and Pedestrian/Trails Plan.
4. Appoint Board Member Len Augustine to serve on the Arterials, Highways and Freeways Subcommittee.
5. Direct staff to contact subcommittee members to confirm participation on specified subcommittees.

Attachments:

- A. Partnership Board Memo dated 2/10/03 – 2004 RTP Public Outreach and Involvement
- B. Highlights of MTC's 2001 RTP
- C. Solano County's list of track 1 and blueprint projects and corridors included in 2001 RTP
- D. Comprehensive Transportation Plan (CTP) Subcommittees

# 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

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Steve Heminger

J:\COMMITTEE\Partnership\BOARD\Feb\_03 meeting\RTTPublicInvolvement.doc

## **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

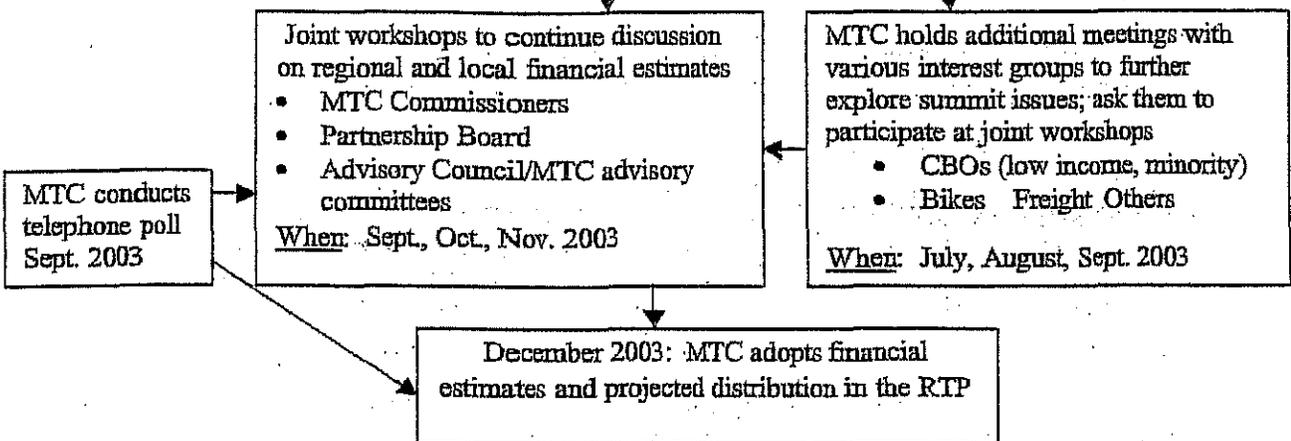
Michael Zdon, Napa Co. Transportation Planning Agency

January 2003

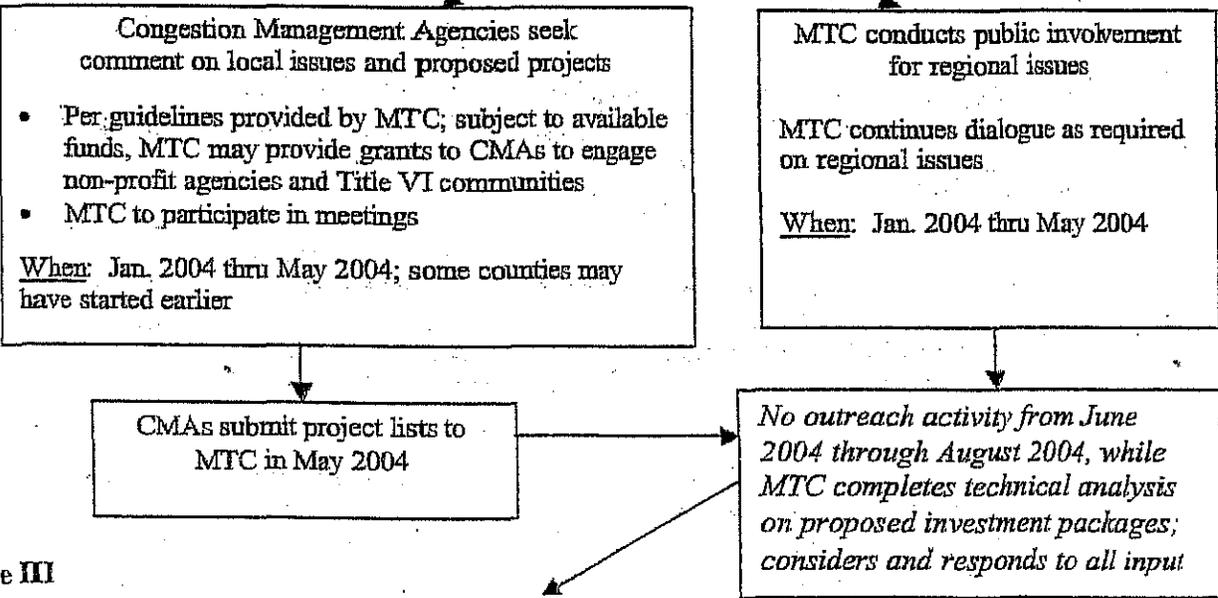
**Proposed 2004 RTP  
Public Involvement Strategy  
Phase I**

**Transportation RTP Summit**

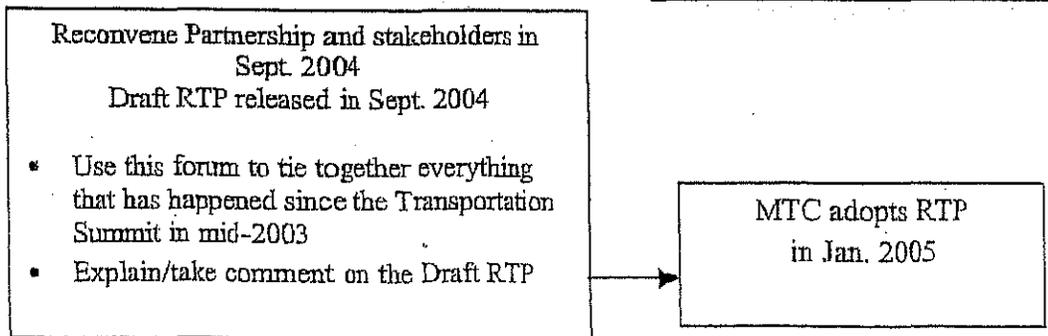
When: late June 03/early July 03  
Sponsored by: MTC with possibly a media co-sponsor  
Purpose: to kick off overall development of 2004 RTP; especially debate regarding amount of funds for regional needs compared to local needs in the RTP



**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.

J:\PROJECT\2004 RTP\Public Involvement\Draft\CMA\_guidelines.doc

	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		
<b>2004 RTP Outreach Milestones</b>		█ RTP Summit Meeting: 8/03	█ Regional Workshops: 9/03 - 11/03			█ CMA Outreach: 1/04 - 8/04		█ Complete: 1/04		
<b>Key 2004 RTP Decision Milestones</b>			Initial	Final						
RTP Revenue Projections			█ Complete: 6/03	█	█ 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	

## OVERVIEW

The Metropolitan Transportation Commission is pleased to present the 2001 Regional Transportation Plan (RTP). This long-range planning document specifies a detailed set of investments and strategies to maintain, manage and improve the surface transportation network in the nine-county San Francisco Bay Area.

MTC last updated the RTP in 1998. At that time, agency planners and forecasters had to peer 20 years into the future — into a new century and a new millennium. Three years later, having crossed the once-daunting Y2K barrier, we extend our gaze yet further into the future. Federal regulations now require that transportation plans cover a 20-plus-year time horizon. In this plan, we look ahead all the way to the year 2025.

#### New Directions

The plan takes account of shifts in the physical and financial landscape over the past three years. In the realm of new facilities, the BART extension from Colma to the San Francisco International Airport is on track for an early 2003 opening; 9.5 miles of light-rail extensions opened for passenger service in Santa Clara County; Caltrans completed rebuilding the massive Interstate 680/Highway 24 interchange; and the FasTrak™ electronic toll collection system was installed on Bay Area bridges, to name a few. And there also has been good news in the funding realm. In November 2000, voters in Alameda and Santa Clara counties mustered the necessary two-thirds vote to extend their half-cent sales taxes, providing \$7.9 billion for new projects and programs. Earlier that year, Governor Gray Davis was successful in steering his \$6.8 billion Traffic Congestion Relief Program toward passage, with \$1.7 billion of the new funding slated for the Bay Area.



#### Reaching Out

The 2001 edition of the Regional Transportation Plan is the product of an unprecedented two-phase public outreach campaign that included more than three dozen public workshops — a number of which were targeted at low-income communities and people of color. A series of interactive displays invited participants in first round workshops to voice their preferences and concerns via sticky dots (see above).

## OVERVIEW

### Thinking Outside the Box

Among the clearest and most consistent messages we received from the public was an exhortation to search for new and innovative solutions to stubborn transportation problems. In this spirit, the RTP identifies a number of areas for further MTC investigation and experimentation; several of these, as noted, already have been incorporated in this RTP. Following are some highlights, grouped according to the core RTP goals.

#### Mobility

- Institute reversible lanes on freeways to provide additional peak-period capacity
- Charge tolls for use of high-occupancy-vehicle lanes by single-occupant vehicles
- Raise bridge tolls during peak hours (congestion pricing)
- Allow express buses on freeway shoulders

#### Safety

- Deploy special incident management teams to deal with big-rig accidents

#### Equity

- Implement a two-year pilot program to evaluate the impact of subsidized transit passes on low-income students' school attendance (adopted in 2001 RTP)
- Establish Lifeline Transportation Network to identify adequate travel options in lower-income areas (adopted in 2001 RTP)

#### Environment

- Provide incentives to convert free parking to paid parking
- Enforce speed limit more strictly on high-ozone days
- Improve Smog Check program (in which cars must periodically pass a smog test)

#### Economic Vitality

- Establish more convenient pickup locations at airports

#### Community Vitality

- Pool funds from various agencies to increase incentives for transit-oriented development

At some 220 pages, this edition of the RTP is more than double the size of its predecessor — not counting supporting documents such as the environmental impact report that add even more pages to the tally. The extra heft is partially attributable to responses to public input as well as several new initiatives. For instance, system management and environmental justice emerge as key focus areas. The plan also details a Regional Transit Expansion Program that identifies which bus and rail expansion projects should receive the next round of federal "New Starts" and other discretionary grants. Low-income travelers will benefit from the plan's Lifeline Transportation Network, which is intended to provide a growing number of mobility options for those who for economic reasons cannot (or choose not to) drive. For the first time, MTC introduces the notion of performance measures that will benchmark our progress in meeting key RTP goals. And, we've tried to think outside the box, proposing to study or test a number of experimental concepts, such as converting free parking to paid parking as a way of encouraging transit use, allowing express buses on freeway shoulders, and raising bridge tolls during peak hours (see column at left).

While many of these innovations could get off the ground with minimal funding, some may encounter public resistance and will require significant consensus-building on the part of MTC, our partner agencies, and state and local elected officials.

### The People Have Spoken

This RTP was developed in concert with and shaped by the most extensive public outreach effort in Commission history. More than 4,000 Bay Area residents participated during the 10-month process. The first phase of the two-part campaign consisted of 29 workshops designed to allow participants to discuss transportation and land-use values; needs and priorities; to explore why citizens are drawn to support various proposals; and to debate the merits of specific projects to be included in the RTP. The first phase also included an interactive Web survey that generated more than 1,700 responses, and a telephone poll of 1,600 registered Bay Area voters.

The second public outreach phase — which began following the August release of the *Draft 2001 Regional Transportation Plan* — included another online survey, eight more public workshops/hearings held around the region, and some 25 presentations by Commissioners and MTC staff to a wide range of public groups. The Draft 2001 RTP generated more than 400 letters and e-mail comments, plus nearly 200 responses to a second online survey.

MTC also convened its first-ever Pedestrian Safety Summit and conducted a series of meetings with four specialized working groups: the Lifeline Transportation Working Group, the Environmental Justice Advisory Group, the Performance Measures Working Group and the Regional Bicycle Plan Oversight Committee. The results of this broad public engagement are everywhere evident in the plan, from the creation of the Lifeline Transportation Network and the initiation of a Transit Affordability Study (see sidebar, page 4), to the identification of new and innovative transportation solutions (see sidebar, page 2) and the continuation of popular customer service programs, such as those listed on pages 6-7. (For more details about public outreach, see the sidebar on page 11, and refer to the supplementary reports listed in Attachment C.)

## 2001 RTP Highlights

In every undertaking, some accomplishments merit special mention. In the 2001 RTP, the following stand out as especially significant.

### Regional Transit Expansion Program

The cornerstone of this RTP is the Regional Transit Expansion Program — adopted by the Commission as Resolution 3434 — which calls for a nearly \$11 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the Bay Area. Resolution 3434 is the successor to MTC's Resolution 1876, which was adopted in 1988 and delivered such critical improvements as the BART extensions to Pittsburg/Bay Point and Dublin/Pleasanton, the Tasman light-rail extension in Silicon Valley, and the nearly completed BART extension to San Francisco International Airport. (For a list of key projects in Resolution 3434, see the sidebar on this page; for more details, see page 69.)

### Lifeline Transportation

The 2001 RTP makes a clear commitment to the development of "lifeline transportation" services aimed at enhancing low-income residents' mobility during both peak commute periods and off-peak hours. A preliminary Lifeline Transportation Network was developed following a comprehensive analysis to identify which public transit services, on a route-by-route basis, are most vital to low-income neighborhoods. MTC is now working with transit operators and other partner agencies to review the network and map plans for filling any spatial and temporal gaps that are identified. (See the sidebar on page 4 for more on this RTP initiative.)



Dino Vourrias

## Setting Regional Rail/Bus Priorities

Projects included in the Resolution 3434 Regional Transit Expansion Program:

- BART extensions: Fremont to Warm Springs and Warm Springs to San Jose, Eastern Contra Costa County, Tri-Valley
- BART/Oakland International Airport connector
- San Francisco Muni Central Subway (to Chinatown)
- Caltrain upgrades: electrification; extension to downtown San Francisco/ rebuilt Transbay Terminal; express service
- Santa Clara Valley Transportation Authority light-rail and bus rapid transit service: downtown San Jose to East Valley
- Altamont Commuter Express and Capitols intercity rail service expansion
- Dumbarton rail service
- Sonoma/Marin rail service
- AC Transit rapid bus (Berkeley/Oakland/San Leandro and Hesperian/Foothill/MacArthur corridors)
- Regional express bus service expansion

## OVERVIEW

### Lifeline Transportation

MTC's Blueprint for the 21st Century (see page 7) called for developing a "Lifeline Transportation Network" for low-income residents who can't afford to own and operate one car, let alone the two vehicles that many middle class families consider essential for getting to work, dropping their kids at school or day care, rushing to medical appointments, and going grocery shopping.

The program builds on MTC's existing Low-Income Flexible Transportation Program, whose "LIFT" acronym captures the intent: to boost mobility options for this population segment, particularly those people making the transition from welfare rolls to payrolls. Among the dozen projects benefiting from the first round of LIFT grants — announced in late 2000 — are van services that transport children between school and child-care or after-school programs while their parents are at work, and extended "owl" bus services to enable late-night shift workers to travel to and from jobs.



MTC's Lifeline Transportation Program would replicate these efforts around the region. As a first step, MTC has analyzed gaps in transit services — both spatial gaps, meaning areas where bus and rail service is lacking, and temporal gaps, meaning times of day when service is inadequate. At the same time, MTC is conducting a Transportation Affordability Study to identify how transportation costs can act as a barrier to low-income persons. MTC also will explore ways to overcome these barriers, working in partnership with county social services, employers, school districts and others.

### Regional Bicycle Master Plan

The RTP's Regional Bicycle Master Plan defines — for the first time — a network of regionally significant bicycle routes and facilities. The plan also identifies gaps in bike routes; includes cost estimates and funding strategies for buildout of the entire network; recommends a series of activities and policies to improve bicycle/transit coordination, enhance bike security and rider safety; and identifies programs to help local jurisdictions make bicycling a convenient, safe and practical means of transportation.

### Maintain the Existing Network

Because revenues are limited, a key RTP priority is to get the most out of the transportation assets we already have. Accordingly, more than 70 percent of the federal, state and local transportation funds the Bay Area expects to receive over the next quarter century will be devoted to maintaining and operating the region's existing road, highway and transit network.

As part of this commitment, the RTP provides full funding for pavement maintenance throughout the network of regionally important streets, roads and highways known as the Metropolitan Transportation System (MTS). To keep the Bay Area's existing transit network running, the RTP also provides full funding — with certain conditions — for shortfalls related to the replacement and rehabilitation of buses, railcars, transit stations and other assets.

### Improve System Management

In addition to maintenance, this RTP includes strong support for harnessing the region's leading-edge technology and other operational techniques to maximize the capacity of existing street, highway and transit systems. What has come to be called a "system management" approach to transportation began to take shape in the early 1990s, when it became evident that metropolitan regions could no longer afford solely to build their way out of traffic congestion problems in terms of either dollar costs or community impacts.

System management techniques aim to boost the efficiency of the transportation network while improving travelers' access to transportation services. The Freeway Service Patrol (FSP) is a prime example of system management at work. The white tow trucks cruise up and down busy freeways during commute hours and other high-traffic periods, aiding motorists in distress, removing debris and, in the process, helping to reduce congestion and protect air quality. (The FSP and other regional system management projects are listed on pages 6-7.)

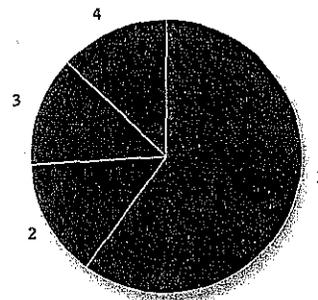
## A Budget Primer

Under guidelines embodied in two landmark federal bills — the 1998 Transportation Equity Act for the 21st Century (TEA 21), and its predecessor, the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) — long-range transportation plans must be budget driven. This stipulation is tied to air quality concerns: No longer can planning organizations take credit for transit projects or carpool lanes that might be on the books and have some potential for cleansing the air, but which don't stand a chance of being built because funding is insufficient.

So what is the budget for the 2001 RTP? After looking at revenue streams from local, regional, state and federal sources — including bridge tolls, transit fares, state and federal gas taxes, property taxes, and sales taxes — MTC's planning staff determined that some \$87 billion in transportation revenues will flow to the Bay Area over the next 25 years (see pie chart at right). However, the vast majority of this money, some \$79 billion (amounting to 90 percent), is already spoken for, having been committed by law, local ballot measures or recent MTC programming actions. Most of this committed funding will go toward operating and maintaining the region's existing roads and transit systems, or toward rail and bus expansion projects approved by local voters. Included in this calculation is the cost of maintaining the region's highways and local roads, and the day-to-day costs of operating the region's far-flung public transit network, which encompasses 9,860 miles of routes, including about 400 miles of rail transit.

After setting aside the \$79 billion for committed projects and programs, planners were left with \$8.6 billion in discretionary funding that could be assigned to Track 1 — the heart of the 2001 RTP investment strategy. We'll look at how the RTP divvies up that discretionary pot in a moment. But first, let's address a point that comes up frequently in public forums. There is a perception on the part of some critics that the region is somehow favoring travel by automobiles, and underinvesting in public transit. But when you look at the entire RTP expenditure plan — both committed and Track 1 discretionary spending — the criticism couldn't be further from the facts: A full 40 percent is earmarked for transit operating costs (a category that includes drivers' salaries, fuel costs and day-to-day maintenance of vehicles); 18 percent for rehabilitation/replacement of transit vehicles, tracks and other facilities; and 19 percent for transit expansion. In all, an impressive 77 percent of the \$87 billion in transportation funding flowing to the region over the next 25 years is earmarked for public transit, as compared to just 23 percent for roadway needs and other investments (see pie chart on page 6). Indeed the Bay Area leads the nation's major metropolitan areas in the proportion of overall transportation spending devoted to transit.

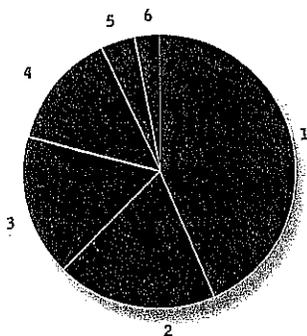
Projected 25-Year Revenues



	Billions of Dollars	Percent of Total
1 Local	\$51.4	59%
2 Regional	14.5	17%
3 State	10.9	12%
4 Federal	10.6	12%
<b>TOTAL</b>	<b>\$87.4</b>	<b>100%</b>

## OVERVIEW

Total RTP Expenditures



	Billions of Dollars	Percent of Total
1 Transit Operations	\$35.4*	40%
2 Transit Expansion	16.4	19%
3 Transit Rehabilitation	15.9	18%
4 Roadway Maintenance and Operations	13.7	16%
5 Roadway Expansion	3.3	4%
6 Other**	2.7	3%
<b>TOTAL</b>	<b>\$87.4</b>	<b>100%</b>

\* 36% fare revenue/64% tax subsidy

\*\* Other includes bike and pedestrian improvements, TLC/HIP, system management, etc.

### Local Needs and Regional Priorities: A Balancing Act

Like past plans, this RTP attempts to strike a balance between the need to manage and maintain the diverse elements of the Bay Area's transportation network as a single, regional system and the need to meet county-level project priorities (often endorsed by local voters). Fully 60 percent of the Track 1 pot of \$8.6 billion in discretionary revenues has been earmarked for regional programs and services recommended by MTC or for projects jointly selected by MTC, Caltrans and county congestion management agencies. The remaining 40 percent of Track 1 funds has been earmarked for road and transit projects recommended by the county congestion management agencies, whose priorities are tailored to address local development patterns and community lifestyles.

One of the top regional spending priorities is backfilling the deficit for transit system rehabilitation over the next 25 years (replacing worn-out vehicles and support facilities). The remaining funds in the regional Track 1 pot are earmarked for rehabilitating roads of regional significance, the Resolution 3434 rail and bus expansion agreement, and programs that squeeze more efficiency out of — or improve access to — the transportation network, and foster smart growth.

### Key regional programs included in the 2001 RTP are:

- **Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP)**

MTC's TLC program provides planning and capital grants for small-scale transportation projects that enhance community vitality. The HIP grants complement the TLC grants by encouraging the construction of high-density housing adjacent to transit hubs. The RTP triples MTC's investment in this program, a measure of the plan's strong support for "smart growth" principles designed to address urban sprawl.

- **TransLink® transit smart card**

TransLink® is a universal fare card that can be used as a passport for any of the region's bus, rail or ferry systems. The RTP funds regionwide rollout of the program, which involves installation of new fare-reading equipment on hundreds of vehicles and in dozens of rail stations. (A 2002 test program will provide valuable operational data and customer feedback.)

- **Freeway Service Patrol (FSP) and call box network**

The region's fleet of 74 FSP trucks currently patrols over 400 miles of freeways and expressways, assisting motorists in distress free of charge while also clearing accidents and debris. In addition, some 3,500 call boxes provide a link to the California Highway Patrol and other emergency services.

- **TravInfo® traveler information system and other traffic management programs**

The TravInfo® telephone hotline (817-1717, shortened to 511 in December 2002), can be dialed toll-free from any Bay Area area code. The service provides real-time information on traffic congestion as well as links to transit information centers. The RTP dedicates funding to expand and enhance TravInfo®, and upgrade the infrastructure for collecting data on freeway conditions.

- **Pavement management and traffic engineering technical assistance programs**

The 2001 RTP underwrites MTC's efforts to assist cities and counties with assessing pavement conditions and prescribing effective treatments, as well as a second technical assistance program that assists cities and counties with synchronizing and modernizing traffic signals.

- **Rideshare programs**

The plan supports carpool/vanpool ridesharing and employer-based commute services throughout the Bay Area.

- **Regional transit information and marketing programs**

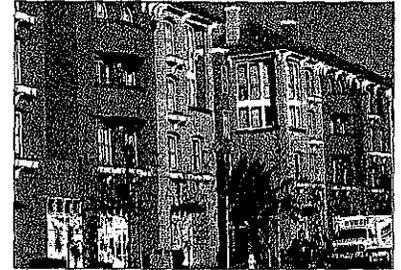
MTC-sponsored programs aimed at building public transit ridership are also a part of the 2001 RTP. These include: the Transit Information Web Page ([www.transitinfo.org](http://www.transitinfo.org)), which provides route and schedule information for five dozen bus, rail and ferry operators in the Bay Area and adjacent regions; the Web-based Take Transit<sup>SM</sup> Trip Planner, which generates instant, detailed transit itineraries; and marketing campaigns to publicize regional transit services.

## **One Plan, Two Tiers**

At the same time as specifying how MTC intends to spend the \$8.6 billion in uncommitted transportation funding likely to flow to the region from existing local, regional, state and federal sources between now and 2025, the RTP presents a second tier of projects known as the Bay Area Transportation Blueprint for the 21st Century.

By presenting two tiers of projects and programs — Track 1, or those that can be funded with existing revenues, along with the more far-reaching Blueprint — the RTP asks, "What if?"

- What if we could restore our road, bus, rail, ferry and carpool network to mint condition?
- What if we go beyond such nuts and bolts, to close gaps in the region's bus, rail and carpool lane network?



### **Fueling Smart Growth**

MTC launched the Transportation for Livable Communities (TLC) program in 1998, feeding it with flexible funding flowing to the region from the federal TEA 21 legislation. Initially, the program provided planning and capital grants for small-scale transportation projects that enhance community vitality — including bike and pedestrian paths, streetscapes, plazas in the vicinity of transit hubs, and the like.

In 2000, MTC added a new category to its portfolio of smart growth grant programs: the Housing Incentive Program, or HIP for short. HIP rewards cities for fostering compact housing with easy access to public transit lines. The grants are keyed to project densities — the more units per acre, the higher the grant amount. Affordable units earn a bonus. In a synergistic twist, MTC's HIP guidelines call for cities to use the incentive grants to fund more TLC-type projects.

The 2001 RTP triples TLC funding to \$27 million annually. Of this, \$18 million will be allocated at the regional level by MTC. The remaining \$9 million per year will be allocated by the county congestion management agencies for locally determined projects that fit the TLC profile.

## OVERVIEW

### Sample RTP Projects

Listed below are some of the key road, transit and freight projects included in the 2001 RTP:

#### Alameda County

- BART to Warm Springs
- BART/Oakland International Airport connector
- Bus Rapid Transit (Berkeley, Oakland, San Leandro)
- I-680 Sunol Grade high-occupancy-vehicle (HOV) lanes

#### Contra Costa County

- Route 4 improvements
- Caldecott Tunnel fourth bore
- Richmond Intermodal Transfer Station

#### Marin County

- U.S. 101 HOV lanes: San Rafael gap closure
- Local bus service enhancements
- I-580/U.S. 101 interchange improvements

#### Napa County

- Route 29/Trancas Road interchange
- Route 12/29/221 intersection improvements

#### San Francisco

- Third Street light-rail extension to Chinatown (Central Subway)
- Doyle Drive replacement
- Bus Rapid Transit program
- Caltrain electrification and extension to downtown San Francisco/rebuilt Transbay Terminal

(continued on following page)

- What if we go a step further, and strategically expand the system so that it keeps pace with the region's growth?
- What if we could inspire legislators, the administration in Sacramento and local voters to dig a little deeper into our collective pockets to meet the Bay Area's pressing transportation problems head on?

The Blueprint began to take shape in 1999, when MTC undertook an ambitious planning effort to look beyond current funding limits, and identify the full range of projects and programs needed to provide mobility for the Bay Area in the new millennium. This effort to sketch a vision of the Bay Area's transportation future was completed in March 2000.

Encompassing about \$33 billion in spending, the Blueprint proposes to first fill funding shortfalls for basic infrastructure and services. At the same time, the Blueprint includes a number of large-scale transit and highway projects that would substantially expand the network's people-carrying capacity — and help meet the 30 percent surge in travel expected over the next two-plus decades.

Already, the Blueprint has met with considerable success, helping the Bay Area to score \$1.7 billion in the governor's Traffic Congestion Relief Program in 2000. The Blueprint positions the Bay Area to take full advantage of any new revenues that might flow from a major new funding mechanism — whether at the federal, state or local level.

In March 2002, after the adoption of this RTP, California voters passed Proposition 42, an amendment to the state constitution that permanently dedicates the existing state sales tax on gasoline to transportation investments, beginning in fiscal year 2008–09. This will generate about \$5.8 billion in new revenues over the next 25 years — and some of these dollars could potentially fund Blueprint projects. (Note: Because Proposition 42 had not yet been passed at the time the RTP was adopted, in December 2001, the measure's \$5.8 billion in projected revenues are not included in either the Committed or Track 1 portions of this RTP. These new revenues will be dealt with in the 2004 update of the RTP.)

While the extension of the sales tax on gasoline has generated considerable excitement in the transportation community, it is not the only possible funding source for the Blueprint for the 21st Century. It is likely that Contra Costa, San Mateo and San Francisco counties will pursue extensions of their special half-cent transportation sales taxes (which all expire by 2010). If the experience of Santa Clara and Alameda counties is any indication — both passed extensions of their transportation sales taxes in 2000 with more than the required two-thirds vote — success is within reach. It's also possible that the roster of

so-called "self-help" counties will ultimately include four additional Bay Area counties that have yet to pass a transportation sales tax: Marin, Napa, Solano and Sonoma. And while rising gas prices have made a regional gas tax off-limits for the moment, MTC remains committed to testing voter support for this idea when the political and economic climate improves.

## Meeting Clean Air Standards

The transportation improvements in the 2001 RTP will not come at the expense of Bay Area air quality. Quite the contrary: This plan will help achieve cleaner air. A related document, the *Revised 2001 Bay Area Ozone Attainment Plan*, lays out an action plan designed to bring the region into full compliance with federal ozone standards by 2006. While Bay Area air quality is improving overall (see chart on page 10), one-hour ozone levels continue to exceed federal standards at a small number of monitoring stations in the region on a few days during the summer, mainly on hot afternoons in the inland sections of the Bay Area.

MTC and two regional agency partners — the Association of Bay Area Governments and the Bay Area Air Quality Management District — adopted the Ozone Attainment Plan in October 2001. The measures contained in the plan will reduce emissions of both volatile organic compounds and oxides of nitrogen — which react to form smog — by more than 120 tons per day in 2006. By so doing, the plan will help to further improve air quality in a region that is already in compliance with federal one-hour ozone standards over 99 percent of the time.

The Ozone Attainment Plan was approved by the California Air Resources Board in November 2001. The federal Environmental Protection Agency issued its approval of the plan's mobile source emissions budget in February 2002. Additionally, a separate conformity analysis report, approved by the Federal Highway Administration and the Federal Transit Administration in March 2002, ensures the consistency of this RTP with air quality objectives.

## Works in Progress

To supplement the RTP, MTC is pursuing a number of parallel efforts to further improve the region's transportation network, including the development of additional components of the long-range plan. These components will be incorporated into future plans.

## Sample RTP Projects

(continued from previous page)

### San Mateo County

- Caltrain grade separations
- U.S. 101 auxiliary lanes and interchange modifications

### Santa Clara County

- BART from Warm Springs to San Jose
- Light-rail extensions: Tasman, East Valley, Capitol, Vasona
- San Jose International Airport light-rail connection
- I-880 HOV lanes from Route 237 to Alameda County line
- U.S. 101 HOV lanes from southern San Jose to Morgan Hill

### Solano County

- I-80/I-680/Route 12 interchange improvements
- Jepson Parkway (I-80 reliever route)
- New I-80 HOV lane segments, Fairfield to Dixon

### Sonoma County

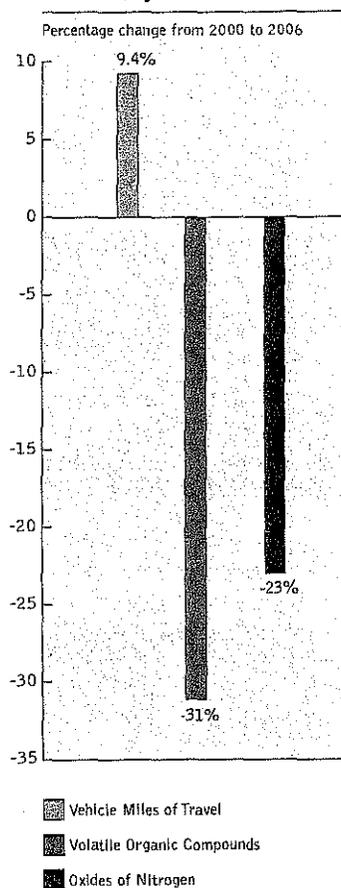
- U.S. 101 HOV lanes and interchange improvements, Windsor to Petaluma
- Northwestern Pacific track improvements and other upgrades

### Transbay/Multicounty

- U.S. 101 "Novato Narrows" HOV lanes from Novato to Petaluma
- Dumbarton Rail Bridge rehabilitation
- Route 12 widening (Napa, Solano)
- Capitol Corridor, ACE intercity rail improvements
- Caltrain electrification and track improvements (Santa Clara, San Mateo, San Francisco)

## OVERVIEW

### Air Quality Trends



Does increased auto travel equate to increased air pollution? Not necessarily. Over the next six years, emissions of volatile organic compounds and oxides of nitrogen — two precursors to ozone pollution, or smog — are predicted to drop despite a 9 percent increase in vehicle miles of travel. In fact, air quality models show the region attaining the federal ozone standard by 2006 or earlier. The good news is attributable to cleaner burning fuels and more efficient auto engines, and efforts by MTC and other regional agencies to curb emissions from both mobile sources (autos, trucks, etc.) and stationary sources such as industrial plants and processes.

### State-of-the-System Report

As part of MTC's continuing effort to monitor the performance of the Bay Area transportation system, the Commission has undertaken a new initiative to better understand system performance from the customer's perspective. A comprehensive report on the "state of the system" debuts in 2002, and will be updated annually thereafter. The report assembles key facts and performance indicators from data supplied by a number of agencies. These data focus on measures of mobility, safety, usage and the overall condition of the transportation system.

### Pedestrian Safety

At the same time it is working to promote bicycling as a viable transportation option, MTC is exploring ways of making streets safer for pedestrians. In early 2001, MTC established a Pedestrian Safety Task Force made up of staff from city and county planning and public works departments, representatives from law enforcement agencies, and interested citizens. MTC hosted a Bay Area-wide summit on the topic in October 2001 to generate wider public involvement in the project. The task force's preliminary findings are folded into the final 2001 RTP.

As it continues to develop a comprehensive regional pedestrian safety program, the task force is looking at what are known as the three "E's": enforcement, education and engineering. One outcome might be a technical assistance program in which MTC deploys experts to analyze and solve local safety issues.

### Regional Smart Growth Initiative

MTC and five other regional agencies are working to develop a single unifying vision for accommodating the anticipated growth in the Bay Area in a way that will reflect the Commission's commitment to promoting vital and livable communities. This includes revitalizing central cities and older suburbs, preserving open space and agricultural land, enhancing public transit, and providing more housing within the region for the Bay Area's expanding workforce.

In the fall of 2001, MTC and its partner agencies co-sponsored a series of nine public workshops around the Bay Area to stimulate discussion and gather recommendations on how public policy can best be used to pursue this "smart growth" strategy. The results of the county-level workshops were analyzed and then distilled into a trio of regionwide alternatives presented for discussion at another round of workshops in spring 2002. The goal of these workshops is to build consensus for a single vision for smart growth in the Bay Area — including identification of the regulatory changes and policy incentives needed to implement it. The 2004 update of the RTP will address the results of the Smart Growth project.

## 2001 RTP: Vision for Future Builds on Strong Heritage

As the product of a collaborative effort involving thousands of participants, the 2001 RTP reflects the Bay Area's diverse population and economy with a broad scope of investments and a vision for the future that combines careful stewardship of existing resources with ambitious new initiatives. While renewing commitments made in earlier regional transportation plans, the 2001 RTP also clarifies the Bay Area's strategic objectives by detailing a comprehensive Regional Transit Expansion Program that will improve mobility and connectivity in every corner of the Bay Area, and presenting a Blueprint of additional projects that can be delivered if new funds become available.

With its commitment to sustain and extend the region's existing infrastructure, enhance access by means of lifeline services for those most in need, and improve the overall operating efficiency of the Bay Area transportation network, the 2001 RTP represents a sound, innovative, inclusive transportation plan for the 21st century Bay Area. We invite you to examine it in closer detail.

## Public Review: We're Still Listening

MTC welcomes input from interested citizens at all times. While the RTP is not scheduled to be updated again until 2004, the Commission will have plenty of work to do in the years to come. To stay on top of MTC activities or to keep abreast of upcoming public meetings, you can visit our Web site at <[www.mtc.ca.gov](http://www.mtc.ca.gov)>. If you can't come to a meeting, you can call our Public Information Office at (510) 464-7787, or send your comments via e-mail, fax or mail:

### MTC Public Information Office

Joseph P. Bort MetroCenter

101 Eighth Street

Oakland, CA 94607

Fax: (510) 464-7848

E-mail: [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

To order additional copies of the 2001 Regional Transportation Plan, contact the MTC Library:

E-mail: [library@mtc.ca.gov](mailto:library@mtc.ca.gov)

Fax: (510) 464-7852

Phone: (510) 464-7836

The 2001 RTP also is posted on MTC's Web site:

<[www.mtc.ca.gov](http://www.mtc.ca.gov)>.

## The Road to the RTP: Outreach and Public Involvement

- MTC kicked off the RTP outreach with a town hall meeting in February 2001 that was attended by some 200 people.
- A video of the kickoff was distributed on 25 cable TV stations and posted on MTC's Web site.
- In the spring of 2001, MTC cosponsored 29 workshops, partnering with congestion management agencies and community groups in low-income neighborhoods as well as special interest groups catering to business, seniors and the like. At several meetings, translators were on hand to interpret for non-English speakers. Funding was provided for seven of the workshops to help community-based organizations defray the costs of hosting and publicizing the meetings. In all, 700 people attended, many of them interacting with MTC for the first time.
- In the fall of 2001, MTC conducted eight more public workshops/hearings.
- MTC developed a Web version of interactive outreach display materials, dubbing it "The RTP Challenge." Some 1,700 people took part in the Web survey conducted as part of the first phase of MTC's outreach campaign. A second online survey conducted following the August 2001 release of the Draft 2001 RTP generated nearly 200 responses.
- A consultant conducted a random-sample telephone poll of 1,600 registered voters.
- Findings from the outreach campaign were compiled into two reports. Both reports were posted to MTC's Web site and summaries of the first report in Spanish and Chinese also were posted.
- The Draft 2001 RTP generated more than 400 letters and e-mail comments.

## BAY AREA TRAVEL CORRIDORS

Although the facilities that make up the Bay Area transportation network are often grouped by type (e.g., local roads, state highways, interstate highways) or mode (train, bus, automobile), MTC finds that the best way to view this network is as a system of multimodal travel corridors. The corridors contain the most-traveled routes along the region's rail, highway and bridge networks. They provide the appropriate regional context for transportation planning, more relevant than political jurisdictions or the ownership or operation of the various infrastructure segments.

MTC has identified 16 such corridors in the Bay Area. This list includes the Bay Area taken as a whole, to highlight the ways MTC and its transportation partners deploy regional solutions to issues that cut across individual corridors. Also, for the first time, an "Interregional Gateways" corridor has been added to the list, a reflection of the increasing number of trips into the Bay Area from adjoining counties.

For each corridor, we provide a description, a summary of specific management objectives, a map, and a list of projects according to their status — Committed, Track 1 and Blueprint (see previous chapter for definitions of these terms). The Track 1 and major Blueprint projects proposed for a given corridor in this RTP are displayed on the corridor map. Project cost and funding information may be found in the relevant county listings in Attachment A.

## TRAVEL CORRIDORS

<b>San Francisco Bay Region</b>	<b>61</b>
• System Management	64
• Transportation for Livable Communities/Housing Incentive Program	67
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<b>Eastshore-North</b>	<b>91</b>
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<b>Diablo</b>	<b>99</b>
<b>Tri-Valley</b>	<b>103</b>
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<b>Transbay</b>	<b>131</b>
<b>Interregional Gateways</b>	<b>135</b>



**NORTH BAY EAST-WEST**

There is a strong connection in the North Bay corridor between transportation, wetlands and the development of a recreational trail system. This corridor extends in an east-west direction from Route 12 at the Solano/Sacramento county line in the east, to U.S. 101 in Marin/Sonoma counties to the west, including Routes 37, 12, 116 and 121. Route 37 is the corridor's major transportation spine and is a two- to four-lane facility with a safety barrier over most of the two-lane section that traverses a nationally significant wetland habitat area.

Travel is largely generated by the communities of Petaluma, San Rafael, Novato, Vallejo and Fairfield, which anchor the western and eastern ends of the corridor. The area is primarily open space and agricultural land interspersed with smaller communities. A former military base (Mare Island) is being master-planned for new development. The corridor serves a mix of recreation destinations — including wineries, Marine World theme park and Sears Point Raceway — as well as agricultural and commute travel.

Safety and operational projects are the predominant proposed improvements on Routes 12, 116 and 121. Improvements to Route 37 are constrained by the wetlands and will likely require the approval of the Bay Conservation and Development Commission and federal resource protection agencies.

**Management Objectives**

- Improve operations and safety on Route 116 between Petaluma and Sonoma Valley, on Route 12 east of Interstate 80 and on Route 121 between Routes 12 and 29
- Protect and enhance wetland resources and provide managed public access when making transportation improvements
- Establish a basic level of transit mobility in the corridor
- Improve bicycle and pedestrian options for commuter and recreational travel
- Improve operations for commercial/ agricultural vehicles
- Coordinate traffic management strategy for Route 37 with strategy for Routes 12/121/116 (see Napa Valley corridor)
- Develop access improvements for reuse of former Mare Island Navy base

## NORTH BAY EAST-WEST

### Committed Funding

Not mapped:

- Route 37 from Napa River Bridge to Route 29: upgrade from 2-lane to 4-lane freeway (not including Route 29/37 interchange), planting, and environmental mitigation
- Route 29/Route 37 interchange improvements in Vallejo
- Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)
- Route 121 traffic signal system and channelization at 8th Street
- Rehabilitate Route 12, widen shoulders and replace bridge near Kenwood between Sonoma Creek to Boyes Boulevard
- Rehabilitate and widen Route 116 between Elphick Road to Redwood Drive in Sebastopol and Cotati

### Track 1

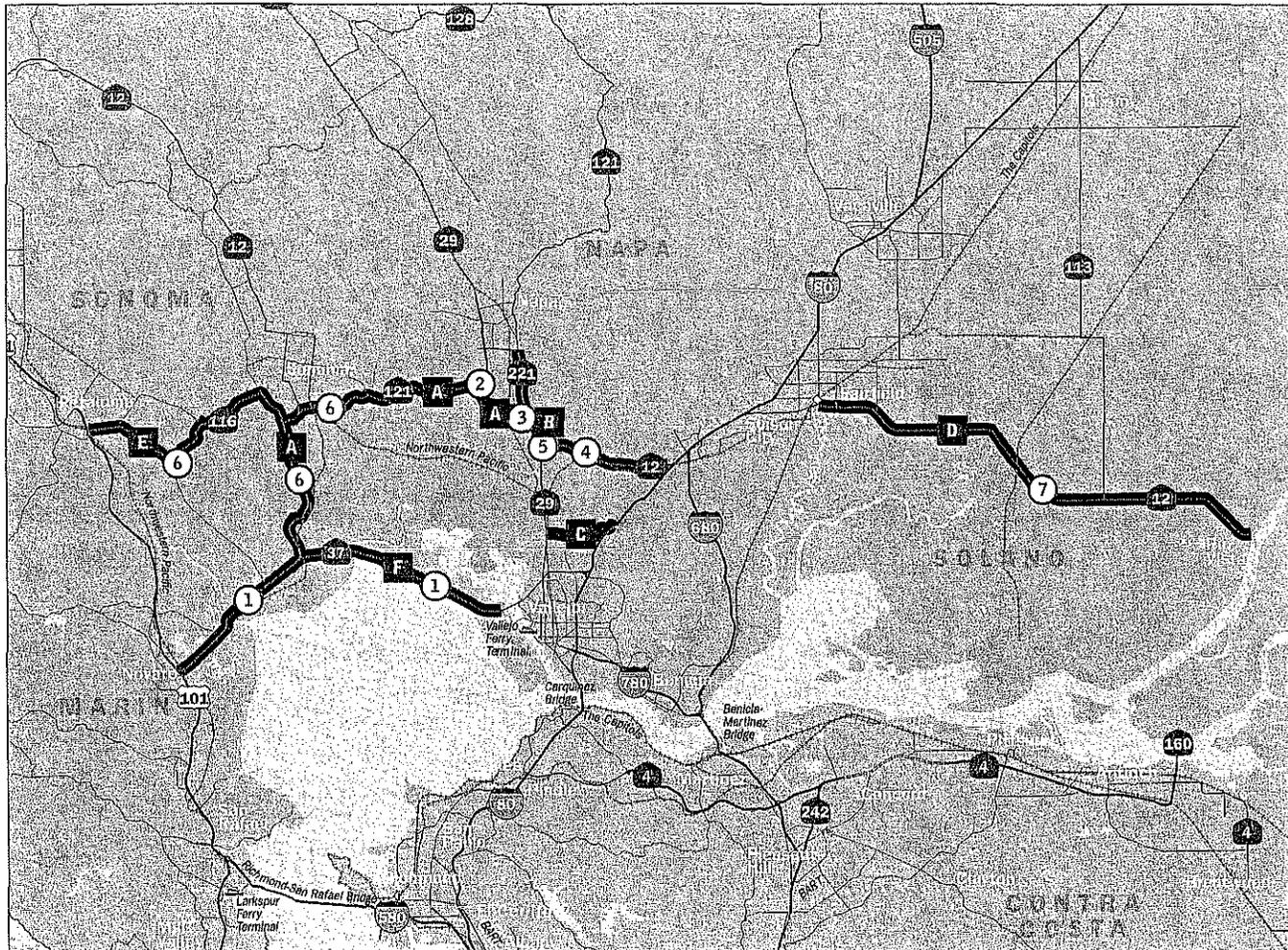
- ① Route 37 traveler information system
- ② Route 29/12/121 (Stanly Ranch) intersection improvements
- ③ Route 12/29/221 (Soscol Avenue) intersection improvements
- ④ Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes
- ⑤ Route 12/29 (Airport Road) grade separation
- ⑥ Operational projects on Routes 12/116/121
- ⑦ Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)

### Blueprint

- A Safety improvements on Route 121
- B Widen Route 29 to 6 lanes from Route 221 to Route 29/12/Airport Road
- C Widen American Canyon Road to 4 lanes from Route 29 to I-80
- D Widen Route 12 to 4 lanes between Suisun City and Rio Vista; includes support for feasibility study of a new Rio Vista Bridge at Route 12 and Sacramento River
- E Realign Route 116 (Stage Gulch Road) along Champin Creek and widen the remaining segments
- F Widen Route 37 to 4 lanes with environmental mitigation

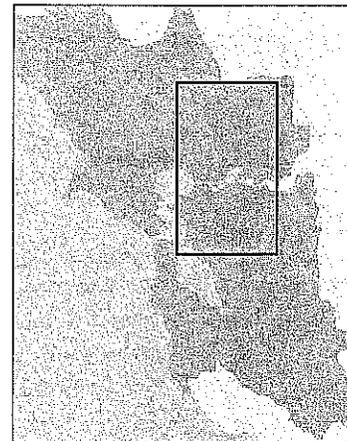
Not mapped:

- Transit service between Napa/Sonoma/Solano counties



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-  Track 1 Project
-  Blueprint Project
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Freeway
-  Other Highway
-  Major Arterial
-  Rail Line
-  Ferry Terminal
-  BART



## EASTSHORE-NORTH

A major gateway to points east of the Bay Area, the corridor along Interstate 80 extends from the approaches at the Bay Bridge to Dixon in Solano County. It connects Alameda, Contra Costa and Solano counties. The Carquinez Bridge acts as a portal for trips into Contra Costa County from Solano County.

Major transit services and facilities include BART, express buses from Solano County to BART in El Cerrito, ferry services (including feeder bus services) from Vallejo to San Francisco, and local and express bus service operated by AC Transit and WestCAT. Capitol Corridor intercity rail services operate in the corridor between Oakland and Sacramento/Colfax. Major intermodal passenger facilities include the Richmond BART station (serving Amtrak and the Capitols), the Emeryville and Oakland Amtrak stations, the El Cerrito del Norte BART station (express buses) and the Vallejo Ferry Terminal. High-occupancy-vehicle lanes also are used extensively in the corridor.

The corridor varies from areas that are highly urbanized, such as from Richmond to the Bay Bridge, to low-density, suburban and rural development elsewhere in the corridor. It contains some of the fastest-growing residential areas in the region, with the majority of this growth occurring in Solano County. I-80 is a major recreational route, linking the Bay Area to Lake Tahoe and Reno, and is among the region's busiest trucking routes serving the Port of Oakland.

### Management Objectives

- Rely on the Capitol Corridor trains, and express buses and carpools utilizing the HOV lanes to serve growth of long-distance commuting to the urban core
- Encourage ridesharing and transit use through bridge toll policies
- Rely on local transit and arterial improvements to serve growth in commuting between communities within urban core
- Use facility improvements to ensure that I-80 operates smoothly during mid-day hours to preserve freight mobility
- Manage Interstate 80 and local streets as one system to minimize overall delay and protect local streets from spillover traffic
- Design interchange improvements for I-80 in such a way as to protect main-line operations
- Develop an equitable ramp-metering plan
- Develop reliever route system in Solano County for local trips
- Develop pedestrian and bicycle access to bus, rail and ferry facilities

## EASTSHORE-NORTH

### Committed Funding

Not mapped:

- New Carquinez Bridge: construct new suspension bridge west of existing bridges (4 westbound lanes, including an HOV lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange
- Reconstruct MacArthur Boulevard onramp to restore access to eastbound I-80 and westbound I-580
- San Pablo Avenue Smart Corridor (Phase 2)
- Extend Mandela Parkway in Oakland; completes freeway congestion reliever route
- Widen I-80 from 5 lanes to 6 lanes to extend eastbound HOV lane from San Francisco-Oakland Bay Bridge toll plaza to Powell Street
- Extend Horton Street between 53rd Street and Haruff Street (under Powell Street Bridge in Emeryville)
- I-80 bicycle and pedestrian overcrossing in Berkeley
- Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)
- Transit centers and park-and-ride lots
- Regional Express Bus Program: I-80/Richmond Transbay
- Vallejo Baylink Ferry (capital cost for new passenger vessel)
- Regional Express Bus Program: Vallejo/Transbay
- Regional Express Bus Program: I-80/Solano County to Del Norte BART station
- Project development for new Fairfield/Vacaville multimodal rail station for Capitol Corridor intercity rail service in Solano County
- Install a second span along existing Green Valley Bridge to accommodate 4 lanes of travel way and an acceleration/deceleration lane in each direction

### Track 1

- ① Bus Rapid Transit in San Pablo Avenue Corridor
- ② Intermodal transit improvements at the Emeryville Amtrak station (includes parking garage)
- ③ I-80/Ashby/Shellmound interchange modifications; involves the construction of 2 roundabouts and separate bike-pedestrian overcrossing
- ④ I-80/Gilman Avenue interchange improvements (includes roundabouts)
- ⑤ Richmond Parkway Transit Center (Phase 1); includes signal reconfiguration/timing, ingress/egress, parking facility, and security improvements at Hilltop park-and-ride lot
- ⑥ Hercules Transit Center relocation and expansion
- ⑦ Capitol Corridor train station in Hercules
- ⑧ Extend I-80 westbound HOV lane from north of Cummings Skyway to Route 4
- ⑨ AC Transit enhanced bus service in San Pablo Avenue corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks
- ⑩ Richmond intermodal transfer station (BART to Amtrak/Capitol Corridor)
- ⑪ Vallejo intermodal ferry station (Phase 1)
- ⑫ Vallejo ferry maintenance facility
- ⑬ Widen I-80 from 6 lanes to 8 lanes between Vacaville and Dixon
- ⑭ Construct rail stations, track improvements, or intermodal centers for Capitol Corridor intercity rail or commuter rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia
- ⑮ Jepson Parkway (Phase 1); includes I-80/Leisure Town Road interchange improvements
- ⑯ I-80 HOV lanes between I-680 and I-505 through Fairfield and Vacaville

Not mapped:

- New express buses for I-80 HOV service (capital costs)
- Non-capacity increasing improvements to interchanges and parallel arterials to I-80
- Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)
- I-80/I-680/Route 12 interchange improvements (Phase 2) (see "Diablo" Corridor for map)

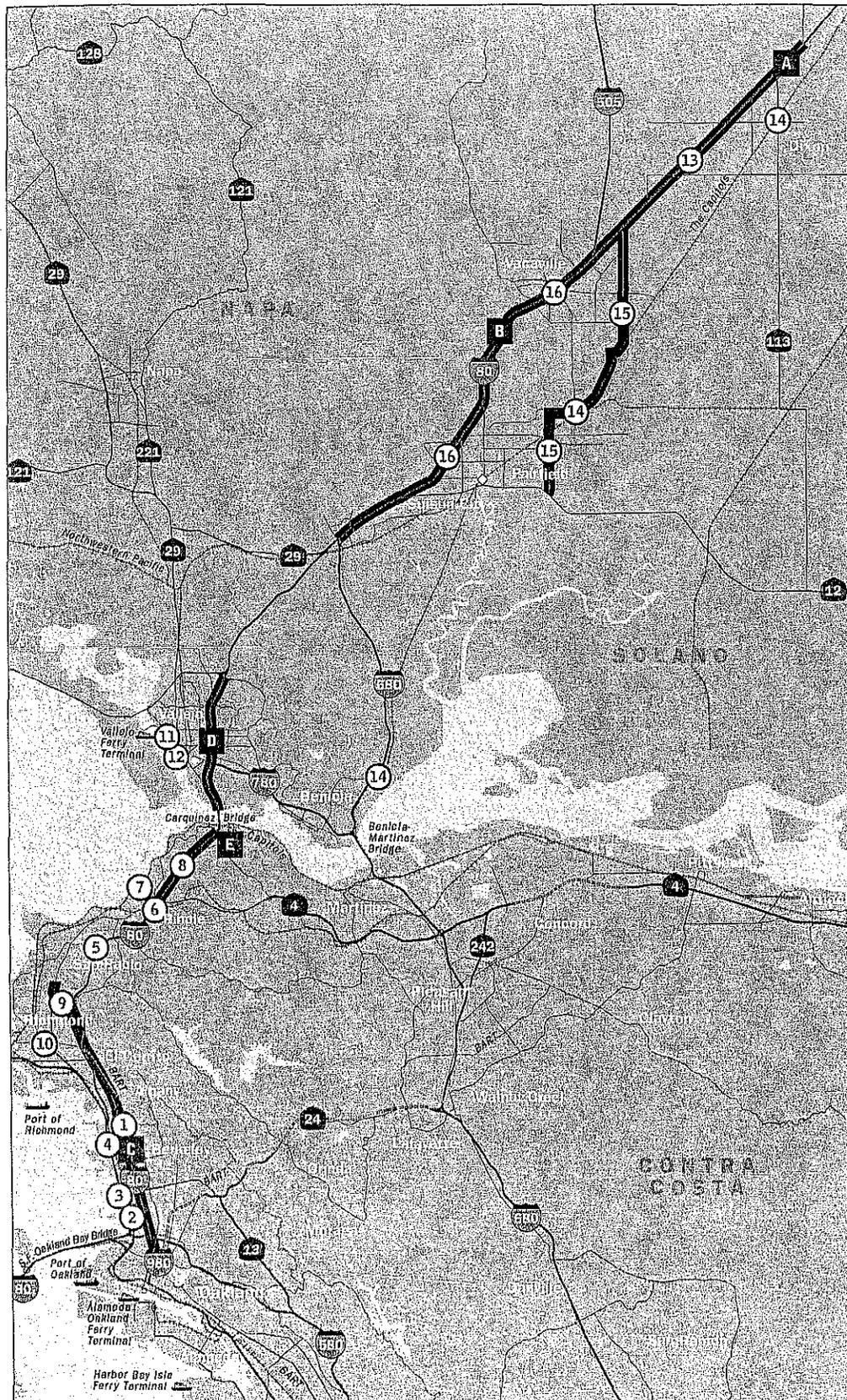
### Blueprint

- A** Complete widening of I-80 from 6 lanes to 8 lanes between I-505 in Vacaville and Pedrick Road in Dixon
- B** Complete I-80 HOV lanes between I-680 in Fairfield and I-505 in Vacaville
- C** Rapid Bus Transit on San Pablo Avenue (additional service)
- D** Add new HOV lane in each direction on I-80 between Route 37 and Carquinez Bridge
- E** I-80 eastbound HOV lanes from Route 4 to Carquinez Bridge

Not mapped:

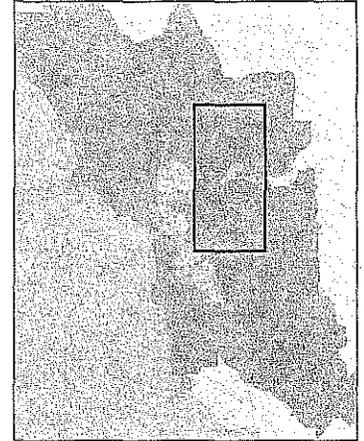
- BART to Hilltop Mall in Richmond
- Various I-80 interchange improvements: Route 4, San Pablo Dam Road, Cummings Skyway, and others
- Capitol Corridor intercity rail improvements

# EASTSHORE-NORTH



-  Track 1 Project
-  Blueprint Project
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Freeway
-  Other Highway
-  Major Arterial
-  Rail Line
-  Ferry Terminal
-  Port
-  BART

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## DIABLO

This corridor follows the Interstate 680 freeway from Interstate 80 near Suisun City to Interstate 580 in Dublin, passing by mostly suburban development, interspersed with large office parks and retail shopping centers, and punctuated by the looming presence of Mt. Diablo. The corridor also includes the Benicia-Martinez Bridge, Route 242, Route 24, the I-680/24 interchange and the Caldecott Tunnel. I-680 provides HOV lanes between the I-680/24 interchange and I-580.

BART serves the northern portion of the corridor and connects Contra Costa County to Alameda County, San Francisco and the Peninsula to the west. County Connection provides extensive feeder bus service to BART and local service throughout the corridor. Major transit intermodal facilities are the Walnut Creek and North Concord BART stations, and the Martinez intermodal station for the Capitol Corridor intercity rail service.

The corridor serves commuter travel from residential areas in Solano County into Contra Costa County. The southern end connects to the rapidly growing Tri-Valley area. Residents of the corridor typically commute to jobs in the Tri-Valley and through the Caldecott Tunnel to jobs in Alameda and San Francisco counties.

### Management Objectives

- Use toll policies and preferential lanes to encourage HOV lane use and peak spreading for trips within the corridor and those entering corridor from the north
- Manage I-680 and Route 242 as one system to minimize overall system delay during the peak period and to ensure acceptable I-680/24 interchange operations
- Ensure improvements to Route 4 and Route 242 do not adversely affect I-680 operations
- Maintain reliable freeway operations in off-peak period for freight mobility
- Reduce delays and unpredictable travel time by making Route 24 a continuous four-lane facility in each direction
- Provide good bus, bicycle and pedestrian connections to major activity centers and BART

## DIABLO

### Committed Funding

Not mapped:

- New Benicia-Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes, 1 slow-vehicle lane and bicycle/pedestrian path); includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange
- I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road to Cordelia truck weigh station (Phase 1)
- Widen and extend Bollinger Canyon Road (6 lanes) from Alcosta Boulevard to Dougherty Road
- I-680/Alcosta Boulevard interchange improvements
- Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line
- Construct Windermere Parkway: 4 lanes from Bollinger extension to East Branch
- Construct East Branch; 4 lanes from Bollinger Canyon Road extension to Camino Tassajara
- Gateway Lamorinda traffic program
- Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking
- Regional Express Bus Program: I-680 and I-780/Solano County to Walnut Creek BART station
- Regional Express Bus Program: I-680/Martinez to San Ramon
- Regional Express Bus Program: I-80 and I-680/Solano County to Walnut Creek BART station

### Track 1

- ① I-680/Route 4 interchange freeway-to-freeway direct connectors (Phases 1 and 2): eastbound Route 4 to southbound I-680, and northbound I-680 to westbound Route 4
- ② Caldecott Tunnel fourth bore
- ③ Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition, and construction)
- ④ I-680 auxiliary lane from Bollinger Canyon Road to Diablo Road in San Ramon and Danville
- ⑤ I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from Route 242 northbound to the Marina Vista interchange
- ⑥ Widen Alhambra Avenue from Route 4 to McAlvey Drive (Phases 2 and 3)
- ⑦ Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road
- ⑧ Extend Commerce Avenue to Willow Pass Road
- ⑨ Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda
- ⑩ I-80/I-680/Route 12 interchange improvements (Phase 2)

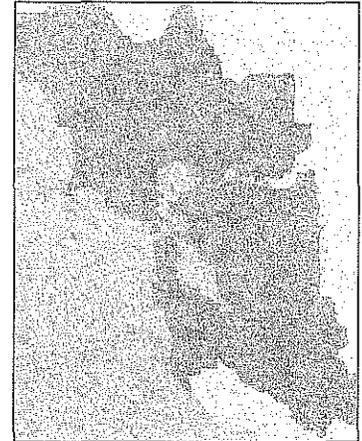
Not mapped:

- Non-capacity increasing improvements to interchanges and parallel arterials to I-680 and Route 24
- Additional express bus service on I-680 (capital costs)

### Blueprint

- A Selected additional I-680 auxiliary lanes south of I-680/Route 24 interchange
- B Widen I-680 to 6 lanes (all mixed flow) north of Benicia Bridge
- C Increase I-680/Route 4 interchange capacity and HOV-to-HOV connectors between Route 4 and I-680 (westbound Route 4 to southbound I-680)
- D I-80/I-680/Route 12 interchange (Phase 3): widen I-80 by 2 lanes in each direction (1 mixed flow and 1 HOV lane) between I-680 and Route 12 (west)





**INTERREGIONAL GATEWAYS**

The region's influence extends beyond the nine Bay Area counties. The Bay Area's transportation system serves a growing number of commuters choosing to live outside the region for lower housing prices or other quality of life reasons. In addition, the region's freeways and rail systems move goods and freight into and out of the region, serving statewide, national and international markets. The four main interregional corridors are: Interstate 580, Interstate 80, Route 17 and U.S. 101. Other less traveled gateways are Route 4, Route 12 and Route 152. The Altamont I-580 corridor is a major truck route for distribution centers located in the Central Valley. The Northwestern Pacific rail line is used to haul freight from counties north of the Bay Area.

MTC travel projections show that in-commuting from outside the Bay Area will nearly double over the next 20 years. The largest increase will be coming from the Central Valley via Yolo/Sacramento counties and San Joaquin/Stanislaus/Merced counties; in-commuting from Santa Cruz and San Benito/Monterey counties in the south and Mendocino/Lake counties in the north also is expected to increase. Also, the gateways handle significant recreational travel to beaches, the Sierras and the Delta, particularly on weekends and in the summer.

The Bay Area currently has three international airports and five seaports, which all serve travelers and freight from outside the region. Cargo tonnage handled by the region's airports and seaports is projected to triple and double respectively over the next 20 years. Much of the cargo brought into these ports is distributed outside the region by truck and rail.

**Management Objectives**

- Recognize Interstate 580, Interstate 80, Route 17 and U.S. 101 south as interregional gateways to encourage transit/HOV lane use
- Develop an equitable ramp-metering plan
- Maintain reliable freeway operations in off-peak period for freight mobility; use weigh-in-motion technology to expedite trucks
- Improve access to Bay Area airports and seaports
- Complete gaps in the existing HOV lane system to facilitate express bus service on HOV lanes to major employment centers

## INTERREGIONAL GATEWAYS

### Committed Funding

Not mapped:

- Caltrain extension to Salinas/Monterey
- Altamont Commuter Express (ACE) rail service operating and station/track improvements (4 round trips daily)

### Track 1

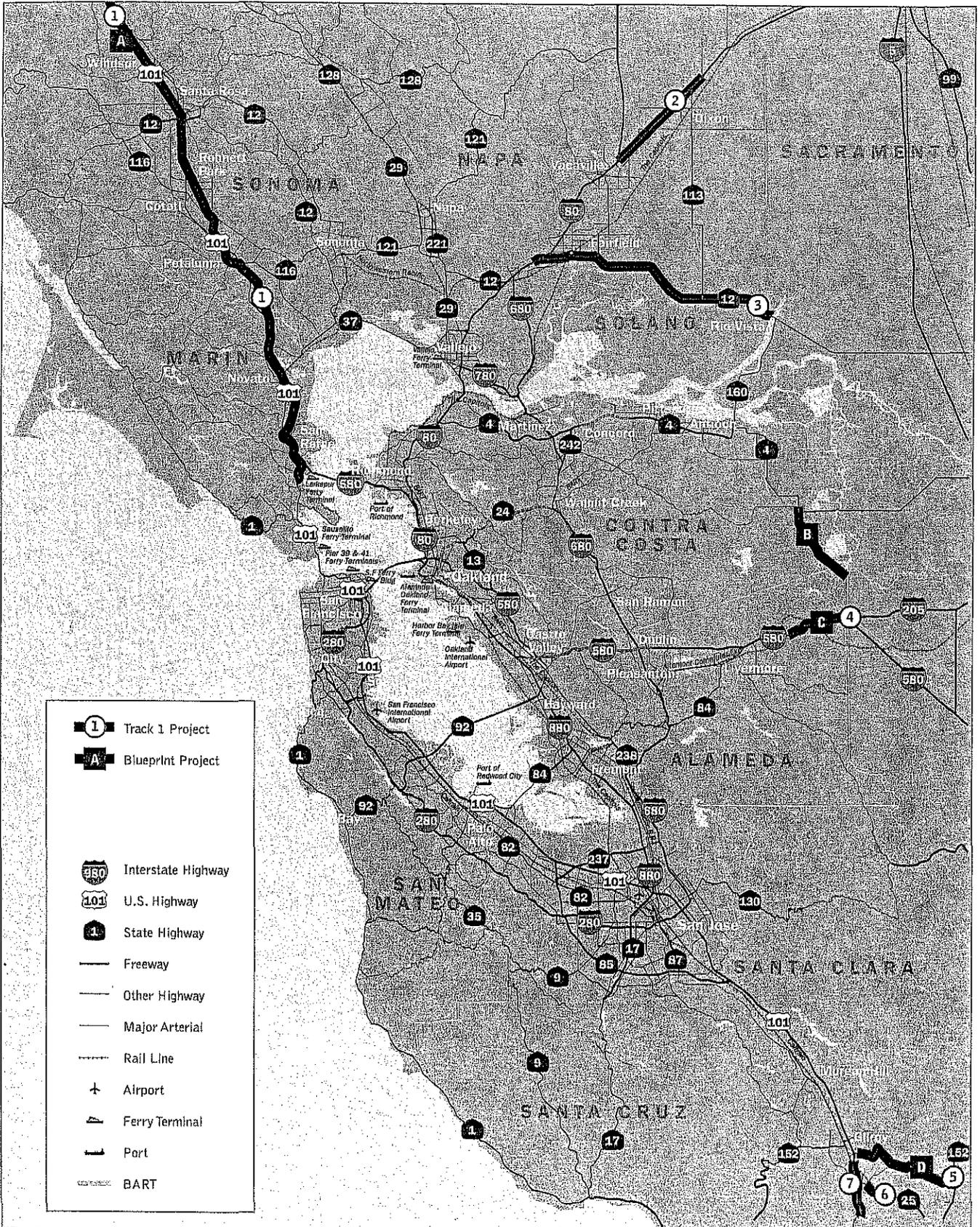
- ① North Coast Railroad Authority track maintenance and rehabilitation
- ② Widen I-80 from 6 lanes to 8 lanes between Vacaville and Dixon (Phase 1)
- ③ Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)
- ④ I-580 auto/truck separation lane at I-580/I-205 interchange
- ⑤ Additional Route 152 safety improvements between U.S. 101 and Route 156 (may include westbound Route 152 to westbound Route 156 flyover)
- ⑥ Upgrade Route 25 to 4-lane expressway standards (Santa Clara County portion of project)
- ⑦ Route 25/Santa Teresa Boulevard/ U.S. 101 interchange construction

### Blueprint

- A** Sonoma-Marín Rail passenger service
- B** Tracy-Brentwood Expressway: expressway on new alignment around Byron
- C** Westbound truck climbing lane over Altamont Pass
- D** Route 152 to full expressway to San Benito County line

Not mapped:

- Expansion of ACE service
- Intra-Tri-Valley express bus service
- San Joaquin County to Tri-Valley and Dublin/Pleasanton BART express bus service
- Capitol Corridor intercity rail improvements



- Track 1 Project
- Blueprint Project
- Interstate Highway
- U.S. Highway
- State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- Airport
- Ferry Terminal
- Port
- BART

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**SOLANO COUNTY PROJECTS — COMMITTED FUNDING**

**ATTACHMENT C**

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
<b>SOLANO COUNTY-WIDE</b>			
94681	Local streets and roads pavement maintenance (committed revenues shown)	\$173.8	Shortfall remains (see Track 1)
21861	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. — committed revenues shown)	\$194.8	Shortfall remains
21869	Local bridge maintenance (committed revenues shown)	\$23.1	Fully funded
94683	Vallejo Transit — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$571.6	Federal, state and local funds (including transit fares) available directly to operator; capital shortfall remains (see Track 1)
94154	Bicycle and pedestrian projects	\$16.5	Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, local TEA 21 Enhancement funds, and other programmed federal funds.
<b>DIABLO</b>			
21435	Regional Express Bus Program: I-80 and I-680/Solano County to Walnut Creek BART Station	\$1.4	2000 Traffic Congestion Relief Program project
21443	Regional Express Bus Program: I-680 and I-780/Solano County to Walnut Creek BART Station	\$3.6	2000 Traffic Congestion Relief Program project
94150	I-80/I-680/Route 12 Interchange improvements; includes connectors and auxiliary lanes between Green Valley Road and Cordelia truck weigh station (Phase 1)	\$18.6	Funded in 1998 and 2000 state ITIP
<b>EASTSHORE-NORTH</b>			
21341	Project development for new Fairfield/Vacaville multimodal rail station for Capitol Corridor intercity rail service in Solano County	\$0.1	
21348	Install a second span along existing Green Valley Bridge to facilitate four lanes of travel way and an acceleration/deceleration lane in each direction	\$16.8	
21441	Regional Express Bus Program: Vallejo/Transbay	\$0.5	2000 Traffic Congestion Relief Program project
21442	Regional Express Bus Program: I-80/Solano County to Del Norte BART Station	\$2.6	2000 Traffic Congestion Relief Program project
21575	Vallejo Baylink Ferry (capital cost for new passenger vessel)	\$10.9	
94679	Transit centers and park-and-ride lots	\$11.0	
94682	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0	Effective October 2001
<b>NORTH BAY EAST-WEST</b>			
94149	Route 29/Route 37 interchange improvements in Vallejo	\$65.7	Funded in 2000 state ITIP and RTIP
94675	Route 37 from Napa River Bridge to Route 29: upgrade from 2-lane expressway to 4-lane freeway (not including Route 29/37 interchange), planting, and environmental mitigation	\$58.2	White Slough project; funded in 2000 state RTIP
98217	Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)	\$3.0	Funded by State Highway Operation and Protection Program

**SOLANO COUNTY PROJECTS—TRACK 1**

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING <sup>1</sup> FUNDING	TRACK 1 <sup>2</sup> FUNDS	NOTES
In millions of 2001 dollars					
<b>SOLANO COUNTY-WIDE</b>					
94138	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$8.9	\$0.0	\$8.9	
94139	Non-MTS streets and roads pavement maintenance shortfall	\$103.2	\$0.0	\$22.6	Shortfall remains
98509	Local streets and roads non-pavement maintenance shortfall (see Committed projects)	\$125.7	\$0.0	\$1.0	Shortfall remains
21801	Vallejo Transit capital replacement program shortfall (see Committed projects)	\$40.1	\$0.0	\$40.1	
98556	Transportation for Livable Communities – county program	\$9.7	\$0.0	\$9.7	County share of regional program for community development projects linked to transportation
98565	Surface Transportation Program planning funds for the county	\$3.2	\$0.0	\$3.2	
21809	Match for improvements to local interchanges and arterials	\$10.0	\$0.0	\$10.0	Additional projects in Blueprint
94153*	Non-capacity increasing safety projects to improve congested intersections, local arterials and highways	\$3.0	\$0.0	\$3.0	Additional projects in Blueprint
98168*	Solano County intercity bus service and transit hubs (capital costs)	\$5.0	\$0.0	\$5.0	Additional projects in Blueprint
98199*	Park-and-ride lots	\$3.0	\$0.0	\$3.0	Additional projects in Blueprint
98212*	Bicycle and pedestrian projects	\$5.0	\$0.0	\$5.0	Additional projects in Blueprint
<b>DIABLO</b>					
21807*	I-80/I-680/Route 12 interchange improvements (Phase 2)	\$173.0	\$38.0	\$135.0	Assumes \$70 million in state ITIP funding
98100*	Additional express bus service on I-680 (capital costs)	\$2.1	\$0.0	\$2.1	Additional buses in Blueprint
<b>EASTSHORE-NORTH</b>					
21817*	Vallejo intermodal ferry terminal (Phase 1)	\$20.0	\$10.0	\$10.0	Remaining phases in Blueprint
21819*	Vallejo ferry maintenance facility	\$5.0	\$4.6	\$0.4	
21820	Widen I-80 from 6 lanes to 8 lanes part way between Vacaville and Dixon	\$20.5	\$8.0	\$12.5	Unfunded segment in Blueprint
94146*	Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)	\$3.5	\$0.0	\$3.5	Needs operating funds

Continues on next page

\* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

<sup>1</sup> Existing Funding refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

<sup>2</sup> Track 1 Funds refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

**SOLANO COUNTY PROJECTS – TRACK 1**

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING <sup>1</sup> FUNDING	TRACK 1 <sup>2</sup> FUNDS	NOTES
In millions of 2001 dollars					
<b>EASTSHORE-NORTH (continued)</b>					
94148*	Construct rail stations, track improvements, or inter-modal centers for Capitol Corridor intercity rail or commuter rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia	\$10.0	\$0.0	\$10.0	Unfunded elements in Blueprint
94151*	Jepson Parkway (Phase 1); includes I-80/Leisure Town Road interchange improvements	\$95.5	\$52.5	\$43.0	
98167	I-80 HOV lanes part way between I-680 and I-505 through Fairfield and Vacaville	\$52.4	\$0.0	\$52.4	Assumes \$30 million in state ITIP funding; unfunded segment in Blueprint
<b>NORTH BAY EAST-WEST</b>					
21823*	Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)	\$34.0	\$32.0	\$2.0	Improvements identified in Route 12 Major Investment Study
94152	Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	\$62.4	\$4.2	\$58.2	Assumes \$44.2 million in state ITIP funding; companion to Napa County project #94074

\* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

<sup>1</sup> Existing Funding refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

<sup>2</sup> Track 1 Funds refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

RTP STRATEGY TO INCREASE REGIONAL TRANSIT RIDERSHIP

2001 RTP - COMMITTED AND TRACK 1 PROJECTS\*

**Solano County**

**Committed**

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21575	Vallejo Baylink Ferry (capital cost for new passenger vessel)	\$10.9
94682	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0

**Track 1**

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21817	Vallejo intermodal ferry terminal (Phase 1)	\$20.0
21819	Vallejo ferry maintenance facility	\$5.0
94146	Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)	\$3.5
94148	Construct rail station, track improvements, or intermodal centers for Capitol Corridor intercity rail or commuter rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia	\$10.0
98100	Additional express bus service on I-680 (capital costs)	\$2.1

**Sonoma County**

**Committed**

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
94167	Sonoma-Marin Rail station site acquisitions/upgrades	\$5.0

\*See Final 2001 RTP Project Notebook (February 2002) for more detailed project information.

## Updated Members of Solano Comprehensive Transportation Plan Committees

Rev. 4-3-03

### **Transit**

*Major Responsibilities: Buses, Rail, Ferries*

#### **Committee members:**

Dan Donahue, Committee Chair, City of Vallejo  
Pierre Bidou, City of Benicia  
Mary Ann Courville, City of Dixon  
Karin MacMillan, City of Fairfield

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#### **Participants:**

Assemblywoman Lois Wolk's Office, Jennifer Barton  
BAAQMD  
Capitol Corridor JPA, Gene Skoropowski and David Kutrosky  
Chambers of Commerce  
Congressman Doug Ose's Office  
Farm Bureau  
MTC – Transit, Ann Flemer  
PCC Member, Jim Simon  
Public Member  
SEDCORP  
SolanoLinks Transit Consortium, Kevin Daughton  
STA TAC, Pam Belchamber  
State Senator Wesley Chesbro's Office, Darby Kernan

### **Arterials, Highways, and Freeways**

*Major Responsibilities: Interchanges, major arterials, state highways, freeways*

#### **Committee members:**

John Silva, Committee Chair, Solano County  
Mary Ann Courville, City of Dixon  
Harry Price, City of Fairfield  
Ed Woodruff, City of Rio Vista  
Len Augustine, City of Vacaville (*subject to STA Board approval*)  
Pete Rey, City of Vallejo

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#### **Participants:**

Caltrans District 4, Lenka Culik-Caro and Cameron Oakes  
CHP, Fairfield

Congresswoman Ellen Tauscher's Office, Greg Bedard  
League of Women Voters, Bernice Kaylin  
MTC – Planning, Ashley Nguyen  
Public Member  
SEDCORP, Edward Schaffnit, Syar Industries  
SEDCORP, David Esparza, Cal Inc.  
SEDCORP, Tom Chowaniec, General Mills  
Solano County Transportation Dept. staff, Charlie Jones, Jr. and Paul Wiese  
STA TAC, Gary Leach

### **Alternative Modes**

*Major Responsibilities: Bicycle and pedestrian routes, transportation for livable communities, ridesharing, park and ride lots, alternative fuels and HOV lanes*

### **Committee members:**

Marci Coglianesse, Committee Chair, City of Rio Vista  
Dan Smith, City of Benicia  
Michael Segala, City of Suisun City  
Rischa Slade, City of Vacaville

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### **Participants:**

Chambers of Commerce, Mike Reagan  
Congressman George Miller's Office, Kathy Hoffman  
MTC – Planning, Ashley Nguyen  
Public Member  
SNCI, Elizabeth Richards  
SEDCORP, Don Erickson  
Solano City and County Planners – Barry Munowitch, Tom Bland and Brian Miller  
Solano Land Trust  
SolanoLinks Transit Consortium, Vanessa Klaiber-Guerrero  
STA BAC, Randall Carlson  
STA TAC, Ed Huestis  
YSAQMD, Larry Greene and Dan O'Brien



DATE: April 1, 2003  
TO: STA Board  
FROM: Janice Sells, Program Manager/Analyst  
RE: Legislative Report

**Background:**

On January 8, 2003, the STA Board adopted the 2003 Legislative Priorities and Platform document. Each year STA staff monitors state and federal legislation that pertains directly to transportation and related issues.

**Discussion:**

An updated Legislative Matrix has been prepared for your information (see attachment A).

A summary of new legislative activity:

**AB 1409 (Wolk) – Support**

Vehicle length limitations – bicycle racks on buses 40 feet or longer.

**ACA 9 (Lavine) – Support**

Voter approval requirements of special taxes and general taxes.

**SB 91 (Florez) – Watch**

Intercity rail service – transfer of responsibilities from the Department of Transportation to the High Speed Rail Authority.

**SB 367 (Sher) Support (very similar to AB 1409)**

Vehicle length limitations – bicycle racks on buses.

**SB 541 (Torlakson) - Watch**

State fuel tax indexing to replace suspended funding transfers to the Traffic Investment Fund or reductions from the Traffic Congestion Relief Fund.

Legislative update:

**ACA 7 (Dutra) Support**

Proposed 55% voter threshold on sales tax imposed to fund transportation projects would be specific to regional and local transportation agencies. (Amended 3/19/03)

**SCA 2 (Torlakson) – Watch.**

Proposed majority vote on sales tax imposed to fund transportation projects would be specific to regional and local transportation agencies. (Amended 2/20/03)

**Recommendation:**

Approve the following:

1. AB 1409 (Wolk) – Support
2. ACA 9 (Levine) - Support
3. SB 91 (Florez) – Watch
4. SB 367 (Sher) – Support
5. SB 541 (Torlakson) - Watch

- Attachments:
- A. Legislative Matrix – March 2003
  - B. AB 1409 Analysis and Legislation
  - C. ACA 9 Analysis and Legislation
  - D. SB 91 Analysis and Legislation
  - E. SB 367 Analysis and Legislation
  - F. SB 541 Analysis and Legislation

**Solano Transportation Authority**  
**2003 Legislative Matrix**  
**April 2003**

**State Legislation**

State Legislation Bill/Author	Subject	Status	Position
<b>AB 114 (Nakano – Principal Coauthor Wiggins)</b> 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	
<b>AB 139 (Corbett)</b> 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	
<b>AB 829 (Salinas)</b> 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
<b>AB 1409 (Wolk)</b> Vehicles: vehicle length limitation	This bill would delete the exception to the exclusion as to the buses that exceed 40 –foot length limitation, excluding the device, or on any bus having a device on the rear of the bus for transporting bicycles.	ASM Referred to the Committee on Transportation (hearing 4/7/03)	
<b>ABX1 8 (Oropeza)</b> 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	
<b>ACA 7 (Dutra)</b> Transportation: Sales and Use Tax	This bill would authorize a <del>county, a city and county,</del> <i>local transportation agency</i> , 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 <del>county, city and county,</del> <i>local</i> 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 <del>county, city and county,</del> <i>local</i> or	ASM Referred to Committee on Transportation and the Committee on Elections, Redistricting and Constitutional Amendments (hearing 4/7/03)	Support

	regional transportation agency, less administrative costs and refunds, to be allocated by the State Board of Equalization to the <del>county, city and county</del> , <i>local</i> or regional transportation agency imposing the tax, and to be used for specified transportation purposes.		
<b>ACA 9 (Levine)</b> 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 (hearing date 4/30/03)	
<b>SB 91 (Flores)</b> 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	Watch
<b>SB 170 (Torlakson)</b> 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
<b>SB 367 (Sher)</b> Vehicles: maximum length: exceptions	This bill would delete the provision prohibit the specified folding the specified folding device from being used on a bus that exceeds 40 feet in length, exclusive of the device, or on a bus having a device for transportation of bicycles attached to the rear of the bus.	SEN Committee on Transportation	Watch
<b>SB 541 (Torlakson)</b> Motor vehicle fuel license taxes: use fuel taxes	This bill would require that the state's motor vehicle fuel tax be indexed for inflation beginning in January 2004 and in future years, as well as to capture changes in the Consumer Price Index since 1990. This bill would also raise the tax in the amount necessary to replace any suspended funding transfer to the Traffic Investment Fund or reductions from the Traffic Congestion Relief Fund.	SEN Committee on Transportation (hearing 4/1/03)	
<b>SB 915 (Perata, Burton and Torlakson – Coauthors: Assembly Members La Suer, Mullin and Wiggins)</b>	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	SEN Committee on 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.		
<b>SB 916 (Perata)</b> <b>(Principal Coauthor: Senator Torlakson, Coauthor: Senator Burton, Assembly Members Leno, Mullin and Wiggins)</b> Toll bridge revenues	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	SEN Committee on Transportation	Watch
<b>SCA 2 (Torlakson)</b> Local government – transportation and smart growth	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 <b>majority</b> 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.	SEN To third reading (File date 4/1/03)	Watch

## STA Legislative Analysis

**Legislation:** AB 1409 - Vehicles: maximum length  
(Introduced by Assembly Member Wolk)

**Background:**

Existing law prohibits a vehicle operated on the highway from exceeding a length of 40 feet with the exception of, among others, a bus operated by a public agency or a passenger stage corporation. The law also prohibits the specified folding device from being used on a bus that exceeds 40 feet in length.

This bill would delete the provision prohibiting the specified folding device from being used on a bus that exceeds 40 feet in length, exclusive of the device, or on a bus having a device for transporting bicycles attached to the rear of the bus.

This bill was sponsored by MTC and is opposed by CHP and Teamsters according to Assembly Member Wolk's staff.

The STA's Bicycle Advisory Committee supported this bill at their March 13, 2003 meeting and the STA TAC and the Solanolinks Transit Consortium supported it on March 26, 2003.

**Solano County Impact:**

Vallejo Transit currently operates MCI buses that are over 40 feet and Fairfield/Suisun will also have the longer buses. The current restriction has limited bike racks on buses in other parts of the Bay Area.

**Recommendation:**

Staff recommends a support position on AB 1409.

BILL NUMBER: AB 1409 INTRODUCED  
BILL TEXT

INTRODUCED BY Assembly Member Wolk

FEBRUARY 21, 2003

An act to amend Section 35400 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 1409, as introduced, Wolk. Vehicles: vehicle length limitation.

Under existing law, with specified exceptions, a 40-foot limitation is imposed on the length of vehicles that may be operated on the highways. Under existing law, when the excess length of a bus operated by a public agency or a passenger stage corporation used in a transit system, other than a schoolbus, is a folding device attached to the front of the bus and designed and used exclusively for transporting bicycles, as specified, the extension caused by the device and bicycle are excluded from the 40-foot limitation. However, these devices may not be used on a bus that exceeds the 40-foot limitation, excluding the device, or on a bus having a device on the rear of the bus for transporting bicycles.

This bill would delete the exception to the exclusion as to buses that otherwise exceed the 40-foot length limitation, excluding the device, or on any bus having a device on the rear of the bus for transporting bicycles.

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 35400 of the Vehicle Code is amended to read:

35400. (a) ~~No~~ A vehicle ~~shall~~ may not exceed a length of 40 feet.

(b) This section does not apply to any of the following:

(1) A vehicle used in a combination of vehicles when the excess length is caused by auxiliary parts, equipment, or machinery not used as space to carry any part of the load, except that the combination of vehicles shall not exceed the length provided for combination vehicles.

(2) A vehicle, when the excess length is caused by any parts necessary to comply with the fender and mudguard regulations of this code.

(3) (A) An articulated bus or articulated trolley coach that does not exceed a length of 60 feet.

(B) An articulated bus or articulated trolley coach described in subparagraph (A) may be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. The device, including any bicycles transported thereon, shall be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety

equipment, and shall not extend more than 36 inches from the front body of the bus or trolley coach when fully deployed. The handlebars of a bicycle that is transported on a device described in this subparagraph shall not extend more than 42 inches from the front of the bus.

(4) A semitrailer while being towed by a motortruck or truck tractor, if the distance from the kingpin to the rearmost axle of the semitrailer does not exceed 40 feet for semitrailers having two or more axles, or 38 feet for semitrailers having one axle if the semitrailer does not, exclusive of attachments, extend forward of the rear of the cab of the motortruck or truck tractor.

(5) A bus or house car when the excess length is caused by the projection of a front safety bumper or a rear safety bumper, or both.

The safety bumper shall not cause the length of the vehicle to exceed the maximum legal limit by more than one foot in the front and one foot in the rear. For the purposes of this chapter, "safety bumper" means any device that is fitted on an existing bumper or which replaces the bumper and is constructed, treated, or manufactured to absorb energy upon impact.

(6) A schoolbus, when the excess length is caused by the projection of a crossing control arm. For the purposes of this chapter, "crossing control arm" means an extendable and retractable device fitted to the front of a schoolbus that is designed to impede movement of pupils exiting the schoolbus directly in front of the schoolbus so that pupils are visible to the driver while they are moving in front of the schoolbus. An operator of a schoolbus shall not extend a crossing control arm while the schoolbus is in motion. Except when activated, a crossing control arm shall not cause the maximum length of the schoolbus to be extended by more than 10 inches, inclusive of any front safety bumper. Use of a crossing control arm by the operator of a schoolbus does not, in and of itself, fulfill his or her responsibility to ensure the safety of students crossing a highway or private road pursuant to Section 22112.

(7) A bus, when the excess length is caused by a device, located in front of the front axle, for lifting wheelchairs into the bus. That device shall not cause the length of the bus to be extended by more than 18 inches, inclusive of any front safety bumper.

(8) A bus, when the excess length is caused by a device attached to the rear of the bus designed and used exclusively for the transporting of bicycles. This device may be up to 10 feet in length, if the device, along with any other device permitted pursuant to this section, does not cause the total length of the bus, including any device or load, to exceed 50 feet.

(9) A bus operated by a public agency or a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, used in transit system service, other than a schoolbus, when the excess length is caused by a folding device attached to the front of the bus which is designed and used exclusively for transporting bicycles. The device, including any bicycles transported thereon, shall be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment, and shall not extend more than 36 inches from the front body of the bus when fully deployed. The handlebars of a bicycle that is transported on a device described in this paragraph shall not extend more than 42 inches from the front of the bus. ~~A device described in this paragraph may not be used on any bus which, exclusive of the device, exceeds 40 feet in length or on any bus having a device attached to the rear of the bus pursuant to paragraph (7).~~

(10) A bus of a length of up to 45 feet when operating on those

highways specified in subdivision (a) of Section 35401.5. The Department of Transportation or local authorities, with respect to highways under their respective jurisdictions, shall not deny reasonable access to a bus of a length of up to 45 feet between the highways specified in subdivision (a) of Section 35401.5 and points of loading and unloading for motor carriers of passengers as required by the federal Intermodal Surface Transportation Efficiency Act of 1991 (P.L. 102-240).

(11) (A) A house car of a length of up to 45 feet when operating on the National System of Interstate and Defense Highways or when using those portions of federal aid primary system highways that have been qualified by the United States Secretary of Transportation for that use, or when using routes appropriately identified by the Department of Transportation or local authorities, with respect to highways under their respective jurisdictions.

(B) A house car described in subparagraph (A) may be operated on a highway that provides reasonable access to facilities for purposes limited to fuel, food, and lodging when that access is consistent with the safe operation of the vehicle and when the facility is within one road mile of identified points of ingress and egress to or from highways specified in subparagraph (A) for use by that vehicle.

(C) As used in this paragraph and paragraph (10), "reasonable access" means access substantially similar to that authorized for combinations of vehicles pursuant to subdivision (c) of Section 35401.5.

(D) Any access route established by a local authority pursuant to subdivision (d) of Section 35401.5 is open for access by a house car of a length of up to 45 feet. In addition, local authorities may establish a process whereby access to services by house cars of a length of up to 45 feet may be applied for upon a route not previously established as an access route. The denial of a request for access to services shall be only on the basis of safety and an engineering analysis of the proposed access route. In lieu of processing an access application, local authorities, with respect to highways under their jurisdiction, may provide signing, mapping, or a listing of highways, as necessary, to indicate the use of these specific routes by a house car of a length of up to 45 feet.

(c) The Legislature, by increasing the maximum permissible kingpin to rearmost axle distance to 40 feet effective January 1, 1987, as provided in paragraph (4) of subdivision (b), does not intend this action to be considered a precedent for any future increases in truck size and length limitations.

(d) Any transit bus equipped with a folding device installed on or after January 1, 1999, that is permitted under subparagraph (B) of paragraph (3) of subdivision (b) or under paragraph (9) of subdivision (b) shall be additionally equipped with any of the following:

(1) An indicator light that is visible to the driver and is activated whenever the folding device is in an extended position.

(2) Any other device or mechanism that provides notice to the driver that the folding device is in an extended position.

(3) A mechanism that causes the folding device to retract automatically from an extended position.

(e) (1) ~~No~~ A person ~~shall~~ may not improperly or unsafely mount a bicycle on a device described in subparagraph (B) of paragraph (3) of subdivision (b), or in paragraph (9) of subdivision (b).

(2) Notwithstanding subdivision (a) of Section 23114 or subdivision (a) of Section 24002 or any other provision of law, when

a bicycle is improperly or unsafely loaded by a passenger onto a transit bus, the passenger, and not the driver, is liable for any violation of this code that is attributable to the improper or unlawful loading of the bicycle.

## STA Legislative Analysis

**Legislation:** ACA 9 (Levine)

**Background:**

The California Constitution provides for the imposition of a special tax by a city, county, or special district upon the approval of 2/3 voters of the city, county or special district. Certain entities such as school districts are entitled to levy property taxes for a specified purpose with the approval of 55% of the voters within their jurisdictions.

This measure would change these voter approval requirements to authorize a city, county, or special district to impose a special tax with the approval of a majority of its voters voting on the tax. It would also authorize a city or county to impose a general tax with the approval of 2/3 of the voters voting on the tax, thus turning existing voter requirements upside down

**Solano County Impact:**

STA's Legislative Platform supports measures such as this to reduce the vote requirements for special taxes. This bill would require 2/3 vote in both legislative houses before it can be placed on the ballot. Once on the ballot, it would need approval of a simple majority.

**Recommendation:**

Staff recommends a support position on ACA 9.

BILL NUMBER: ACA 9            INTRODUCED  
 BILL TEXT

INTRODUCED BY    Assembly Member Levine

FEBRUARY 6, 2003

Assembly Constitutional Amendment No. 9--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, by amending Section 2 of Article XIII C thereof, and by amending Section 3 of Article XIII D thereof, relating to taxation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 9, as introduced, Levine. Local governmental taxation: special taxes and general taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. The California Constitution conditions the imposition of a general tax by a city or county upon the approval of a majority of voters of the city or county voting on the tax.

This measure would change these 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. This measure would also make technical, nonsubstantive changes to these provisions.

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

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

First--That Section 4 of Article XIII A thereof is amended to read:

Section 4. ~~Cities, Counties and special districts,~~  
 A city, county, or special district, by a  
~~two-thirds~~ majority vote of  
~~the qualified electors of such district~~ its voters  
 voting on the proposition, may impose ~~special taxes~~  
~~on such district~~ a special tax within that city,  
 county, or special district, except an ad valorem  
~~taxes~~ tax on real property or a  
~~transaction~~ transactions tax or sales

tax on the sale of real property within ~~such City, County~~  
that city, county, or special district.

Second--That Section 2 of Article XIII C thereof is amended to read:

SEC. 2. ~~Local Government Tax Limitation~~

Notwithstanding any other provision of this Constitution:

(a) ~~All taxes~~ A tax imposed by any local government ~~shall be deemed to be~~ is either a general ~~taxes~~ tax or a special ~~taxes~~ tax . ~~Special~~ A special purpose ~~districts~~ district or ~~agencies~~ agency , including a school ~~districts,~~ ~~shall have~~ district, has no ~~power~~ authority to levy a general ~~taxes~~ tax

(b) ~~No~~ A local government may not impose, extend, or increase any general tax unless and until that tax is submitted to the electorate and approved by a ~~majority~~ two-thirds vote of its voters voting on the proposition . A general tax ~~shall~~ is not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved. The election required by this subdivision shall be consolidated with a regularly scheduled general election for members of the governing body of the local government, except in cases of emergency declared by a unanimous vote of the governing body.

(c) Any general tax imposed, extended, or increased, without voter approval, by any local government on or after January 1, 1995, and prior to the effective date of this article, ~~shall~~ may continue to be imposed only if that general tax is approved by a majority vote of the voters voting in an election on the issue of the imposition, which election ~~shall be~~ is held ~~within two years of~~ the effective date of this article no later than November 6, 1998, and in compliance with subdivision (b).

(d) ~~No~~ A local government may not impose, extend, or increase any special tax unless and until that tax is submitted to the electorate and approved by a ~~two-thirds~~ majority vote of its voters voting on the proposition . A special tax ~~shall~~ is not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved.

Third--That Section 3 of Article XIII D thereof is amended to read:

SEC. 3. ~~Property Taxes, Assessments, Fees and Charges Limited~~

(a) ~~No~~ An agency may not assess a tax, assessment, fee, or charge ~~shall be~~ assessed by any agency upon any parcel of property or upon any person as an incident of property ownership except:

(1) The ad valorem property tax imposed pursuant to Article XIII and Article XIII A.

(2) Any special tax receiving , as applicable, a ~~two-thirds~~ majority vote pursuant to Section 4 of Article XIII A or Section 2 of Article XIII C or a 55-percent vote pursuant to subdivision (c) of Section 1 of Article XIII A .

(3) Assessments as provided by this article.

(4) Fees or charges for ~~property-related~~  
*property-related* services as provided by this article.

(b) For purposes of this article, fees for the provision of electrical or gas service ~~shall~~ are not ~~be~~ deemed charges or fees imposed as an incident of property ownership.

## STA Legislative Analysis

**Legislation:** SB 91 Intercity rail service  
(Introduced by Senator Florez)

**Background:**

Existing law authorizes the Department of Transportation to enter into contracts for operation of intercity rail passenger services and associated feeder bus services and provides funding for capital improvements to intercity rail service through the STIP. The law creates the High-Speed Rail Authority for the purpose of directing the development and implementation of high-speed intercity rail service to be implemented with existing networks.

This bill would transfer all of the duties and responsibilities of the DOT to the High-Speed Rail Authority by January 1, 2004. The bill would also require the Authority to conduct a review of all programmed intercity rail projects that have not received allocation of state funds as of January 1, 2004 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.

**Solano County Impact:**

This bill targets all intercity commuter rail services. As the Capitol Corridor moves towards increased intercity rail service and potentially commuter rail services, the implementation, coordination and funding issues may be best served through the Caltrans Division of Rail.

**Recommendation:**

Staff recommends a watch position on SB 91.

BILL NUMBER: SB 91           INTRODUCED  
BILL TEXT

INTRODUCED BY   Senator Florez

JANUARY 28, 2003

An act to add Section 14031.9 to the Government Code, and to add Section 185040 to the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 91, as introduced, Florez. Intercity rail service.

Existing law authorizes the Department of Transportation to enter into contracts for operation of intercity rail passenger services and associated feeder bus services, and provides funding for capital improvements to intercity rail service through the state transportation improvement program, as allocated by the California Transportation Commission. Existing law creates the High-Speed Rail Authority for the purpose of directing the development and implementation of high-speed intercity rail service in a manner that is fully integrated with the state's existing intercity rail and bus network.

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.

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

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

SECTION 1. Section 14031.9 is added to the Government Code, to read:

14031.9. Effective January 1, 2004, all of the duties and responsibilities of the department relative to intercity rail passenger service shall be transferred to the High-Speed Rail Authority created pursuant to Division 19.5 (commencing with Section 185000) of the Public Utilities Code.

SEC. 2. Section 185040 is added to the Public Utilities Code, to read:

185040. (a) Effective January 1, 2004, in addition to the duties and responsibilities of the authority described in this chapter, the authority shall succeed to all of the duties and responsibilities of the department relative to intercity rail passenger service, pursuant to Section 14031.9 of the Government Code.

(b) Upon assuming the duties and responsibilities of the department as described in subdivision (a), the authority shall conduct a review of all programmed intercity rail projects that have

not received an allocation of state funds as of January 1, 2004. The authority shall assess the impact of each project on the development and operation of the high-speed rail system that is being planned by the authority, and shall only proceed with the implementation of projects that are determined by the authority to be complementary to the planned high-speed rail service.

## STA Legislative Analysis

**Legislation: SB 367 - Vehicles: maximum length**  
(Introduced by Senator Sher)

**Background:**

Existing law prohibits a vehicle operated on the highway from exceeding a length of 40 feet with the exception of, among others, a bus operated by a public agency or a passenger stage corporation. The law also prohibits the specified folding device from being used on a bus that exceeds 40 feet in length.

This bill would delete the provision prohibiting the specified folding device from being used on a bus that exceeds 40 feet in length, exclusive of the device, or on a bus having a device for transporting bicycles attached to the rear of the bus.

The STA's Bicycle Advisory Committee supported this bill at the meeting March 13, 2003 and the TAC and Solanolinks consortium supported it at their meeting on March 26, 2003.

**Solano County Impact:**

Vallejo Transit currently operates MCI buses that are over 40 feet and Fairfield/Suisun will also have the longer buses. The current restriction has limited bike racks on buses in other parts of the Bay Area.

**Recommendation:**

Staff recommends a support position on SB 367.

BILL NUMBER: SB 367      INTRODUCED  
BILL TEXT

INTRODUCED BY    Senator Sher

FEBRUARY 19, 2003

An act to amend Section 35400 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 367, as introduced, Sher. Vehicles: maximum length: exceptions.

Existing law prohibits a vehicle operated on the highway from exceeding a length of 40 feet, except, among other things, a bus operated by a public agency or a passenger stage corporation, as defined, used in transit system service, other than a schoolbus, when the excess length is caused by a folding device that is attached to the front of the bus and is designed and used exclusively for transporting bicycles. Existing law prohibits the specified folding device from being used on a bus that exceeds 40 feet in length, exclusive of the device, or on a bus having a device for transporting bicycles attached to the rear of the bus.

This bill would delete the provision prohibiting the specified folding device from being used on a bus that exceeds 40 feet in length, exclusive of the device, or on a bus having a device for transporting bicycles attached to the rear of the bus.

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 35400 of the Vehicle Code is amended to read:

35400. (a) No vehicle ~~shall~~ may exceed a length of 40 feet.

(b) This section does not apply to any of the following:

(1) A vehicle used in a combination of vehicles when the excess length is caused by auxiliary parts, equipment, or machinery not used as space to carry any part of the load, except that the combination of vehicles shall not exceed the length provided for combination vehicles.

(2) A vehicle, when the excess length is caused by any parts necessary to comply with the fender and mudguard regulations of this code.

(3) (A) An articulated bus or articulated trolley coach that does not exceed a length of 60 feet.

(B) An articulated bus or articulated trolley coach described in subparagraph (A) may be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. The device, including any bicycles transported thereon, shall be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment, and shall not extend more than 36 inches from the front

body of the bus or trolley coach when fully deployed. The handlebars of a bicycle that is transported on a device described in this subparagraph ~~shall~~ may not extend more than 42 inches from the front of the bus.

(4) A semitrailer , while being towed by a motortruck or truck tractor, if the distance from the kingpin to the rearmost axle of the semitrailer does not exceed 40 feet for semitrailers having two or more axles, or 38 feet for semitrailers having one axle if the semitrailer does not, exclusive of attachments, extend forward of the rear of the cab of the motortruck or truck tractor.

(5) A bus or house car , when the excess length is caused by the projection of a front safety bumper or a rear safety bumper, or both. The safety bumper ~~shall~~ may not cause the length of the vehicle to exceed the maximum legal limit by more than one foot in the front and one foot in the rear. For the purposes of this chapter, "safety bumper" means any device that is fitted on an existing bumper or which replaces the bumper and is constructed, treated, or manufactured to absorb energy upon impact.

(6) A schoolbus, when the excess length is caused by the projection of a crossing control arm. For the purposes of this chapter, "crossing control arm" means an extendable and retractable device fitted to the front of a schoolbus that is designed to impede movement of pupils exiting the schoolbus directly in front of the schoolbus so that pupils are visible to the driver while they are moving in front of the schoolbus. An operator of a schoolbus ~~shall~~ may not extend a crossing control arm while the schoolbus is in motion. Except when activated, a crossing control arm ~~shall~~ may not cause the maximum length of the schoolbus to be extended by more than 10 inches, inclusive of any front safety bumper. Use of a crossing control arm by the operator of a schoolbus does not, in and of itself, fulfill his or her responsibility to ensure the safety of students crossing a highway or private road pursuant to Section 22112.

(7) A bus, when the excess length is caused by a device, located in front of the front axle, for lifting wheelchairs into the bus. That device ~~shall~~ may not cause the length of the bus to be extended by more than 18 inches, inclusive of any front safety bumper.

(8) A bus, when the excess length is caused by a device attached to the rear of the bus designed and used exclusively for the transporting of bicycles. This device may be up to 10 feet in length, if the device, along with any other device permitted pursuant to this section, does not cause the total length of the bus, including any device or load, to exceed 50 feet.

(9) A bus operated by a public agency or a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, used in transit system service, other than a schoolbus, when the excess length is caused by a folding device that is attached to the front of the bus ~~which~~ and

is designed and used exclusively for transporting bicycles. The device, including any bicycles transported thereon, shall be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment, and ~~shall~~ may not extend more than 36 inches from the front body of the bus when fully deployed. The handlebars of a bicycle that is transported on a device described in this paragraph ~~shall~~ may not extend more than 42 inches from the front of the bus. ~~A device described in this paragraph may~~

~~not be used on any bus which, exclusive of the device, exceeds 40 feet in length or on any bus having a device attached to the rear of the bus pursuant to paragraph (7).~~

(10) A bus of a length of up to 45 feet when operating on those highways specified in subdivision (a) of Section 35401.5. The Department of Transportation or local authorities, with respect to highways under their respective jurisdictions, ~~shall~~

may not deny reasonable access to a bus of a length of up to 45 feet between the highways specified in subdivision (a) of Section 35401.5 and points of loading and unloading for motor carriers of passengers as required by the federal Intermodal Surface Transportation Efficiency Act of 1991 (P.L. 102-240).

(11) (A) A house car of a length of up to 45 feet , when operating on the National System of Interstate and Defense Highways , or when using those portions of federal aid primary system highways that have been qualified by the United States Secretary of Transportation for that use, or when using routes appropriately identified by the Department of Transportation or local authorities, with respect to highways under their respective jurisdictions.

(B) A house car described in subparagraph (A) may be operated on a highway that provides reasonable access to facilities for purposes limited to fuel, food, and lodging when that access is consistent with the safe operation of the vehicle and when the facility is within one road mile of identified points of ingress and egress to or from highways specified in subparagraph (A) for use by that vehicle.

(C) As used in this paragraph and paragraph (10), "reasonable access" means access substantially similar to that authorized for combinations of vehicles pursuant to subdivision (c) of Section 35401.5.

(D) Any access route established by a local authority pursuant to subdivision (d) of Section 35401.5 is open for access by a house car of a length of up to 45 feet. In addition, local authorities may establish a process whereby access to services by house cars of a length of up to 45 feet may be applied for upon a route not previously established as an access route. The denial of a request for access to services shall be only on the basis of safety and an engineering analysis of the proposed access route. In lieu of processing an access application, local authorities, with respect to highways under their jurisdiction, may provide signing, mapping, or a listing of highways, as necessary, to indicate the use of these specific routes by a house car of a length of up to 45 feet.

(c) The Legislature, by increasing the maximum permissible kingpin to rearmost axle distance to 40 feet effective January 1, 1987, as provided in paragraph (4) of subdivision (b), does not intend this action to be considered a precedent for any future increases in truck size and length limitations.

(d) Any transit bus equipped with a folding device installed on or after January 1, 1999, that is permitted under subparagraph (B) of paragraph (3) of subdivision (b) or under paragraph (9) of subdivision (b) shall be additionally equipped with any of the following:

(1) An indicator light that is visible to the driver and is activated whenever the folding device is in an extended position.

(2) Any other device or mechanism that provides notice to the driver that the folding device is in an extended position.

(3) A mechanism that causes the folding device to retract automatically from an extended position.

(e) (1) No person ~~shall~~ may

improperly or unsafely mount a bicycle on a device described in subparagraph (B) of paragraph (3) of subdivision (b), or in paragraph (9) of subdivision (b).

(2) Notwithstanding subdivision (a) of Section 23114 or subdivision (a) of Section 24002 or any other provision of law, when a bicycle is improperly or unsafely loaded by a passenger onto a transit bus, the passenger, and not the driver, is liable for any violation of this code that is attributable to the improper or unlawful loading of the bicycle.

## STA Legislative Analysis

**Legislation:** SB 541 (Torlakson)

**Background:**

California's last fuel tax increase was in June 1990 under Prop 111 which increased the gas tax by \$.05 per gallon and then another \$.04 increase over four years, bring the tax to the current level of \$ .18.

This bill would require that the state's motor vehicle fuel tax be indexed for inflation beginning in January 2004 and in future years and would capture changes in the Consumer Price Index since 1990. This bill would also raise the tax in the amount necessary to replace any suspended funding transfers to the Traffic Investment Fund or reductions from the Traffic Congestion Relief Fund.

**Solano County Impact:**

Since it is yet unknown what the TCRP funding shortages will be, its not yet clear that the funding derived from SB 541 will be necessary.

**Recommendation:**

Staff recommends a watch position on SB 541.

BILL NUMBER: SB 541      INTRODUCED  
BILL TEXT

INTRODUCED BY    Senator Torlakson

FEBRUARY 20, 2003

An act to amend Sections 7360 and 7361 of, and to add Section 8651.1 to, the Revenue and Taxation Code, relating to taxation, and making an appropriation therefor, to take effect immediately, tax levy.

LEGISLATIVE COUNSEL'S DIGEST

SB 541, as introduced, Torlakson. Motor vehicle fuel license taxes: use fuel taxes.

Motor Vehicle Fuel License Tax Law imposes a tax of 18 per gallon of fuel, and requires, if the federal fuel tax is reduced below the rate of 9

per gallon and federal financial allocations to this state are reduced or eliminated, that the tax rate be increased so that the combined state and federal tax rate per gallon equals 27

. b This bill would, for the 2004 calendar year and each calendar year thereafter, require that tax to be adjusted for inflation, as provided.

The Use Fuel Tax Law imposes an excise tax for the use of fuel at a rate of 18

per gallon on or after January 1, 1994, and requires, if the federal fuel tax is reduced below the rate of 15

per gallon and specified federal financial allocations to this state are reduced or eliminated, that the tax rate be increased by an amount so that the combined state and federal tax rate per gallon equals 33

per gallon on and after January 1, 1994. a This bill would impose an additional excise tax per gallon in the amount necessary to replace any suspended transfers of revenues to the Traffic Investment Fund or reductions from the Traffic Congestion Relief Fund. This bill would also make legislative findings and declarations in connection with that tax.

Existing law provides that a portion of the amounts collected under the Use Fuel Tax Law are continuously appropriated for expenditure for specified purposes.

Since this bill would permit an increase in the taxes collected under that law and thereby make additional moneys available for continuous expenditure, it would make an appropriation.

Section 3 of Article XIII A of the California Constitution requires that any change in state taxes enacted for the purpose of increasing revenues be imposed by a statute that is passed by not less than 2/3 of the members of each house of the Legislature.

Since this bill would permit an increase in state fuel taxes, this bill would require a 2/3 vote for passage.

This bill would take effect immediately as a tax levy.

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

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

SECTION 1. Section 7360 of the Revenue and Taxation Code is amended to read:

7360. (a) A tax of eighteen cents (\$0.18) is hereby imposed upon each gallon of fuel subject to the tax in Sections 7362, 7363, and 7364. This rate of tax shall be adjusted as follows:

(1) For the 2004 calendar year, the board shall recompute the rate of tax set forth in subdivision (a). That computation shall be made as follows:

(A) The Department of Industrial Relations shall transmit to the board the percentage change in the California Consumer Price Index for all items from September 1, 1990, to September 1, 2003, inclusive, no later than November 1, 2003.

(B) The board shall compute an inflation adjustment factor by adding 100 percent to that portion of the percentage change figure which is furnished pursuant to subparagraph (A) and dividing the result by 100.

(C) The board shall multiply the estimated rate of tax in subdivision (a) by the inflation adjustment factor determined in subparagraph (B) and round off the resulting products to the nearest one-tenth of one cent (\$0.001) per gallon.

(2) For the 2005 calendar year and each calendar year thereafter, the board shall recompute the rate of tax set forth in subdivision (a). That computation shall be made as follows:

(A) The Department of Industrial Relations shall transmit annually to the board the percentage change in the California Consumer Price Index for all items from September 1 of the prior fiscal year to September 1 of the current fiscal year, no later than November 1 of the current fiscal year.

(B) The board shall compute an inflation adjustment factor by adding 100 percent to that portion of the percentage change figure which is furnished pursuant to subparagraph (A) and dividing the result by 100.

(C) The board shall multiply the estimated rate of tax in subdivision (a) by the inflation adjustment factor determined in subparagraph (B) and round off the resulting products to the nearest one-tenth of one cent (\$0.001) per gallon.

(b) If the federal fuel tax is reduced below the rate of nine cents (\$0.09) per gallon and federal financial allocations to this state for highway and exclusive public mass transit guideway purposes are reduced or eliminated correspondingly, the tax rate imposed by this section, on and after the date of the reduction, shall be recalculated by an amount so that the combined state and federal tax rate per gallon equals ~~twenty-seven cents (\$0.27)~~

nine cents (\$0.09) plus the amount calculated pursuant to subdivision (a).

(c) If any person or entity is exempt or partially exempt from the federal fuel tax at the time of a reduction, the person or entity shall continue to be so exempt under this section.

SEC. 2. Section 7361 of the Revenue and Taxation Code is amended to read:

7361. (a) For the privilege of storing, for the purpose of removal, sale, or use, every distributor owning motor vehicle fuel on January 1, 2002, shall pay a tax of eighteen cents (\$0.18) for each gallon of motor vehicle fuel according to the volumetric measure thereof, on which a tax has not been imposed under Part 2 (commencing with Section 7301) as in effect on December 31, 2001, and tax would have been imposed on any prior removal, entry, or sale of motor

vehicle fuel had Sections 7360 to 7363, inclusive, applied to motor vehicle fuel for the period before January 1, 2002. This rate of tax shall be adjusted as follows:

(1) For the 2004 calendar year, the board shall recompute the rate of tax set forth in subdivision (a). That computation shall be made as follows:

(A) The Department of Industrial Relations shall transmit to the board the percentage change in the California Consumer Price Index for all items from September 1, 1990, to September 1, 2003, inclusive, no later than November 1, 2003.

(B) The board shall compute an inflation adjustment factor by adding 100 percent to that portion of the percentage change figure which is furnished pursuant to subparagraph (A) and dividing the result by 100.

(C) The board shall multiply the estimated rate of tax in subdivision (a) by the inflation adjustment factor determined in subparagraph (B) and round off the resulting products to the nearest one-tenth of one cent (\$.001) per gallon.

(2) For the 2005 calendar year and each calendar year thereafter, the board shall recompute the rate of tax set forth in subdivision (a). That computation shall be made as follows:

(A) The Department of Industrial Relations shall transmit annually to the board the percentage change in the California Consumer Price Index for all items from September 1 of the prior fiscal year to September 1 of the current fiscal year, no later than November 1 of the current fiscal year.

(B) The board shall compute an inflation adjustment factor by adding 100 percent to that portion of the percentage change figure which is furnished pursuant to subparagraph (A) and dividing the result by 100.

(C) The board shall multiply the estimated rate of tax in subdivision (a) by the inflation adjustment factor determined in subparagraph (B) and round off the resulting products to the nearest one-tenth of one cent (\$.001) per gallon.

(b) For purposes of subdivision (a):

(1) "Storing" includes the possession in a storage facility, except an approved terminal or refinery, of motor vehicle fuel as well as the motor vehicle fuel purchased from and invoiced by the seller prior to January 1, 2002, and in transit on that date.

(2) "Owning" means having title to the motor vehicle fuel.

(3) "Distributor" means any person who was required to be licensed as a distributor under Part 2 (commencing with Section 7301) as in effect on December 31, 2001.

SEC. 3. Section 8651.1 is added to the Revenue and Taxation Code, to read:

8651.1. (a) The Legislature finds and declares all of the following:

(1) The excise tax on motor vehicle fuel was last increased on January 1, 1994, when the rate was set at eighteen cents (\$.18) per gallon.

(2) The demand on California's state highways and streets and local roads has increased at a far greater rate than the revenues available to operate, maintain, and expand the transportation network.

(3) Increased motor vehicle fuel economy results in the consumption of less fuel and the generation of less gas tax revenue per mile driven, while inflation also erodes this slow-growing revenue.

(4) The Traffic Congestion Relief Act (Chapters 91, 92, and 656 of the Statutes of 2000) (TCRA) created a six-year funding plan using

General Fund revenue for state and local transportation needs.

(5) The TCRA created the Traffic Congestion Relief Fund (TCRF) to support high-priority traffic-relief projects statewide, and the Transportation Investment Fund (TIF) to distribute funding for local street and road improvements, state highway improvements, and public transit.

(6) Rapid declines in state General Fund revenues have led to, and could create more, suspending of transfers of gasoline sales tax revenue to the TIF and revenue reductions in the TCRF.

(b) In addition to any other tax imposed by this part, an excise tax is hereby imposed for the use of fuel at the following rate per gallon:

An amount, adjusted annually for inflation, to replace any revenues suspended from transfer to the Transportation Investment Fund or reduced from the Traffic Congestion Relief Fund.

SEC. 4. This act provides for a tax levy within the meaning of Article IV of the Constitution and shall go into immediate effect.



DATE: March 30, 2003  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: Transportation Funding Priorities

**Background:**

In early December 2002, Governor Gray Davis recommended a number of budget cuts that have a direct impact on transportation and potentially on transportation projects within Solano County. 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 Vallejo Baylinks 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 has gathered information from all regions of the State in an effort to develop a strategy for allocating funds to projects.

**Discussion:**

At a special CTC meeting on March 12<sup>th</sup> (see MTC Memo, Attachment A), the CTC announced that it would resume allocations in April 2003. Based upon discussions with all Regional Transportation Planning Agencies (RTPAs), the CTC developed a set of guiding principles and priorities for allocating funds to STIP, SHOPP and Federal TEA projects (see Attachment B). The CTC did not address the TCRP program since the State Legislature has not addressed the Governor's proposal to eliminate the program.

The Guiding Principles developed by the CTC are as follows:

- Provide economic stimulus.
- Provide funding for projects ready to break ground.
- Provide needed match for Federal and local funds.
- Maintain existing STIP/SHOPP programming and allocation process.
- Act in accordance with statutory priorities (Streets and Highways Code Section 167).
- Work with Caltrans and regional agencies to identify project priorities.
- Maintain equity in process.

Although the CTC made it clear that project allocations must be prioritized and some worthwhile projects will not be funded in FY 2002-03 and FY 2003-04, the news regarding transportation funds provided at the March 12<sup>th</sup> meeting was more optimistic than previous announcements. Due primarily to increases in the Federal 2003 highway funds and the anticipated Federal 2004 funds, the CTC projected \$299M more through FY 2003-04 for transportation that was estimated in December 2002. The CTC anticipates that it will be able to allocate \$1.8B through June 30, 2004 with \$600M allocated in the last half of FY 2002-03 (through June 30, 2003), and \$600M

in each half of FY 2003-04. However, these allocation projections do not address \$264M anticipated to be needed by projects in the TCRP program.

The CTC announced that \$400M of the \$600M to be allocated in FY 2002-03 would be for SHOPP projects in order to meet statutory requirements for highway maintenance and safety. Caltrans has developed a ranking procedure to help them determine which SHOPP projects will be recommended for allocations.

The remaining \$200M would be allocated to STIP and TEA projects throughout the State, making an effort to maintain equity in the process. Although each region has prioritized the STIP projects for their region, no final decisions have been made as to which projects will receive allocations.

The CTC has received allocation requests totaling \$186,461,000 in the four highest priority categories that will be ready for the April 3, 2003 CTC meeting (see Attachment C). At this time, it is unknown whether all of these projects will be allocated or whether the CTC will hold more funds in reserve to be allocated in May and June. The Bay Area has only \$260,000 in projects of the \$186M (\$200,000 for Jepson Parkway and \$60,000 for Napa Planning, Programming and Monitoring (PPM) funds).

MTC is strongly recommending that project sponsors move rapidly to get projects on the May CTC agenda in an effort to receive allocations before the money runs out. The I-80/I-680 Auxiliary Lanes Project, Solano County's number one priority for the FY 2002-03 STIP and one of the four highest construction priorities in the region, is scheduled to meet the May CTC meeting. Allocation of STIP funds for this project may be delayed if the CTC allocates the full \$186,461,000 in April, leaving only \$13,539,000 available for allocation for the whole state from the \$200M available for STIP projects. The Auxiliary Lane project needs \$14.3M in STIP funds.

**Recommendation:**

Informational.

Attachments

- A. MTC Memo on CTC action of March 12<sup>th</sup>
- B. CTC STIP/SHOPP/TEA Allocation Plan Priority Criteria
- C. CTC Staff Memo with attachments



METROPOLITAN  
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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: March 17, 2003

FR: Dianne Steinhauser

W.L.:

RE: CTC action of March 12th

The CTC held a special meeting on March 12, 2003 to hear from the Department what the cash balance was in the three primary transportation accounts and to determine what level of allocations they can make the rest of this year, FY 2002/03.

Bob Garcia, Caltrans CFO and Rob Sertich, Chief of Budgets, presented new projections and actual cash balances for the State Highway Account (SHA), the Public Transportation Account (PTA), and the Transportation Congestion Relief Fund (TCRF) updating information they initially presented in December.

In quick summary, for the TCRF, there is an assumption now that the full \$474 Million is transferred from the SHA to the TCRF as allowed by current statute. This is a \$257 Million increase over the December forecast, when only \$216 Million was predicted to be transferred. At the end of June 2003, the actual cash balance is predicted to be \$30 Million, based on TCRP project sponsor estimate of cash flow need. At the end of June 2004, there will be a \$267 Million shortfall based on cash flow need. How to pay for this shortfall is as yet undetermined. (NOTE: These numbers are based on sponsor estimates of cash flow. Actual sponsor billings indicate a much slower cash flow, with estimates of shortfall at the end of June 2004 becoming as low as \$120 Million. The actual cash flow means that there is a higher cash balance likely at the end of June 2003. The actual cash flow is unpublished, but can be projected from the October cash flow reports and actual billings in Nov, Dec, Jan, and Feb)

The PTA account had a December forecasted balance at end of June 2003 of \$74 Million. This has been reduced to \$50 Million. The end of June 2004 forecast has been reduced from \$55 Million to \$19 Million. There are various minor adjustments up and down to the PTA with the most significant changes being the loss of TIF revenue (this was NOT part of the December forecast, and equates to a \$74 Million reduction).

The State Highway Account (SHA) picture is becoming clearer. While there is an increase in the loan to the TCRF by \$257 Million, there is also an increase in Federal revenues both this year and next - totaling \$246 Million. There are various other adjustments to the SHA with an overall expenditure forecast over the two years, FY 2002/03 and FY 2003/04 of \$900 Million less than what was forecast in December and an overall revenue increase of \$299 Million over what was forecast in December.

While this may sound good, here's the clincher. The Department reported that if no money was spent on any new allocations for the remainder of this FY and next FY 2003/04, then just based on revenues and cash needs for existing allocations, they would have only \$546 Million in the SHA at the end of June 2004. If you apply standard rates of cash disbursements for construction projects, that \$546 Million equates to the CTC being allowed to make a total of \$1.8 Billion in allocations this year and next.

There is \$4.3 Billion in STIP and SHOPP projects programmed this year and next. The CTC can allocate only \$1.8 Billion of that amount. The remaining \$2.5 Billion will need to be deferred. Yesterday, the CTC decided to break the \$1.8 Billion into 3 six-month chunks of \$ 600 Million each. So between now and the end of June 2003, they will allocate \$600 Million, then another \$600 Million between July 1st and Dec 31st, 2003, then another \$600 Million between Jan 1st and June 30th 2004. In accordance with statutory requirements for addressing State Highway safety, maintenance, and operations as a priority in the case of reduced funding availability (Street and Highways Code Section 167) they decided to allocate \$400 Million to the SHOPP and the remaining \$200 Million to the STIP.

There is \$625 Million in remaining programming this year for SHOPP projects Statewide. Allocations will be made up to \$400 Million.

There is \$735 Million in remaining programming this year for STIP projects Statewide, with another \$415 Million in projects ready to be advanced from future years. Allocations will be made up to \$200 Million .

The game is on.

**California Transportation Commission**  
**STIP/SHOPP/TEA ALLOCATION PLAN PRIORITY CRITERIA**  
**Approved February 27, 2003**

**Guiding Principles:**

- Provide economic stimulus.
- Provide funding for projects ready to break ground.
- Provide needed match for Federal and local funds.
- Maintain existing STIP/SHOPP programming and allocation process.
- Act in accordance with statutory priorities (Streets and Highways Code Section 167).
- Work with Caltrans and regional agencies to identify project priorities.
- Maintain equity in process.

**General Allocation Plan Priorities:**

- Limit the initial Allocation Plan to STIP and SHOPP projects programmed for FY 2002-03 and projects with extensions to FY 2002-03. Limit the Allocation Plan to projects that Caltrans and regions confirm can be delivered within that period. Exclude projects dependent on unallocated TCR Program funds.
- Give first priority to the following categories, as programmed:
  - Federal TEA program projects (100% Federal TEA funds only).
  - SHOPP projects (Department-identified SHOPP project criteria to be evaluated and approved by the Commission).
  - Required STIP mitigation projects for construction projects already allocated.
- Then give priority to any included STIP project (i.e., project programmed in 2002-03) at significant risk of losing other funding if not allocated within the fiscal year.
- Then give priority to STIP projects according to project type: first to capacity increasing projects; then to planning, programming, and monitoring; then to non-capacity projects, including local road and transit rehabilitation.
- Within each project type (i.e., capacity and non-capacity), allocate first to projects for construction (including equipment acquisition or rehabilitation), then to other components for projects with construction programmed in a later fiscal year, then to projects with no construction component programmed.
- Within each category above, consider the following for individual projects on a case-by-case basis, as necessary:
  - Regional and Caltrans priority.
  - Season-sensitivity of project (if not voted now, project misses the construction season).
- Allocations to projects requiring PTA funds or State only funding are subject to a determination that sufficient funds of the appropriate type are available.
- The Commission will regard project components brought for a vote as meeting STIP timely use of funds deadlines, even if an allocation vote is not possible for lack of funds. The Commission will consider time extensions on a case-by-case basis only.

Daryl Halls

From: Diane Nguyen Grindall [dgrindall@sjcog.org]  
 Sent: Tuesday, March 25, 2003 11:07 AM  
 To: abockelman@mtc.ca.gov; dstein@mtc.ca.gov; rlong@mtc.ca.gov; rmckeown@mtc.ca.gov;  
 rentschler@mtc.ca.gov; Tmcmillan@mtc.ca.gov  
 Subject: Fwd: STIP Allocation Plan



STIP Alloc Plan,  
 April.xls

Please note the important msg below from David Brewer.

>>> <David\_Brewer@dot.ca.gov> 03/25/03 11:01AM >>>

(See attached file: STIP Alloc Plan, April.xls)

Attached is the file for the Draft STIP Allocation Plan that will be part of the April book item relating to the STIP/SHOPP Allocation Plan for 2002-03. Please forward this to the regional agencies. We expect to forward the SHOPP Allocation Plan to you later in the day.

The cash flow projections presented by Caltrans at the Commission's March 12 meeting indicated that the Commission could allocate about \$1.8 billion for the period through June 2004 (out of about \$4.3 billion programmed). At that time, CTC staff recommended that the Commission designate \$600 million for an initial Allocation Plan covering the remainder of FY 2002-03, with subsequent allocation plans to follow, after further review of the cash flow situation. The staff recommended that the \$600 million include \$400 million for the SHOPP and \$200 million for STIP projects.

This Draft STIP Allocation Plan list is similar to the one presented on March 12, except that planning, programming, and monitoring (PPM) has been given higher priority, reflecting the staff's understanding of the discussion at the March 12 meeting. Within each category, projects are now sorted by delivery month, then alphabetically by county. No attempt has been made to assign individual project priorities within categories. All projects listed for April 2003 or earlier have been delivered and are ready for vote. Projects not yet delivered are listed according to the reported delivery date. Those projects that were scheduled for an earlier month but have not yet been delivered are listed for May 2003.

The staff recommendation is to include in the STIP allocation plan all projects listed in the first 3 categories (required mitigation for allocated projects, projects at significant risk of losing other funds, PPM) plus all capacity construction projects that have been delivered to date. The total of those projects is about \$186 million, only about

\$14 million short of the \$200 million target. The staff further recommends that the Commission reevaluate its allocation plan in May after reviewing the field of projects that have been delivered by that time.

The primary issue at the April meeting will be for the Commission to decide which STIP projects to vote now and which projects to hold pending a further review of projects delivered for May or June. Where a region or Caltrans recommends that a STIP project not yet delivered be substituted for a project that has been delivered, we will recommend that a vote on the delivered project be withheld. However, the substitution of projects is not limited to those counties or regions that have a project on the recommended list. The inclusion of a STIP project on the recommended list does not create an entitlement to a vote or to a project substitution.

Agencies that wish to propose a substitution for the STIP allocation plan should be prepared to advise the Commission of the potential for added economic stimulus that would be provided by the substituted project. In particular, the Commission will be looking for STIP projects that could provide extraordinary opportunities for leveraging nontransportation funds for economic development.

David Brewer  
Deputy Director  
California Transportation Commission

# SUMMARY OF DRAFT STIP ALLOCATION PLAN PROJECT LIST FOR FY 2002-03

(\$1,000's)

	<b>Amount Cumulative</b>	
<b><u>Allocation Plan Categories (STIP Only)</u></b>		
Required mitigation for projects already allocated	9,486	9,486
Projects at significant risk of losing other funding if not allocated	1,708	11,194
Planning, programming, and monitoring	2,921	14,115
Capacity projects, construction	588,248	602,363
Capacity projects, early components, for construction in FY 03-04	14,317	616,680
Capacity projects, early components, for construction in later years	4,233	620,913
Capacity projects, early components, no construction programmed	11,495	632,408
Noncapacity projects, construction	71,483	703,891
Noncapacity projects, early components, construction in FY 03-04	6,271	710,162
Noncapacity projects, early components, construction in later years	938	711,100
Noncapacity projects, early components, no construction programmed	1,283	712,383
Total	712,383	
 <b><u>Breakdown of Capacity projects, construction</u></b>		
Caltrans State highway projects	475,605	
Local road and grade separation projects	46,155	
Local rail projects	39,583	
Caltrans intercity rail projects	26,905	
Total	588,248	

# DRAFT STIP ALLOCATION PLAN FOR FY 2002-03

(\$1,000's)

County	Agency	Rte	FPNO	Project	Extension Granted	Expected Allocation Month	Project Programming						
							STIP Total	Cumulative	R/W	Const	E & P	PS&E	
<b>Required Mitigation for Projects Already Allocated, FY 02-03:</b>													
RIP	San Bernardino	San B'do Co	loc	137Y		Rt 10 Etiwanda landscape mitigation/137F	Apr-03	450		0	450	0	0
RIP	San Diego	Caltrans	125	831		Noise mitigation, nr Lemon Grove (02 STIP)	Jun-03	1,900		0	1,900	0	0
RIP	San Diego	Caltrans	125	832		School noise mitigation, Mt Miguel HS	Jun-03	2,100		0	2,100	0	0
RIP	San Diego	SANDAG	loc	7401B		RSTP/CMAQ/TEA match (Rt 805 mitigation)	Jun-03	296		0	296	0	0
RIP	Sonoma	Caltrans	101	781M		Soundwalls, Wilfred-Rt 12 (grf)(781H,6-00)	Jun-03	4,740		0	4,740	0	0
								9,486	9,486				
<b>Projects at Significant Risk of Losing Other Funding if Not Allocated</b>													
RIP	Sierra	Sierra County	loc	1L27		Goodyears Crk Br (HBRR match)(ext 12-02)	Dec-02	80		0	80	0	0
RIP	Sierra	Sierra County	loc	1L28		Sierra Buttes Rd Br (HBRR match)(ext 2-02)	Dec-02	66		0	66	0	0
RIP	Sierra	Sierra County	loc	1L29		Pearl St Br (HBRR match)(ext 6-01)	Oct-02	10		10	0	0	0
RIP	Trinity	Trinity County	loc	2068		Hayfork Crk Br (HBRR match)(ext 5-01)	Dec-02	240		0	240	0	0
RIP	Siskiyou	Siskiyou Co	loc	2301		Coltonwood Creek Bridge, HBRR match	Feb-03	17		0	0	17	0
RIP	Siskiyou	Siskiyou Co	loc	2304		Shackleford Creek Bridge, HBRR match	Feb-03	5		0	0	1	4
RIP	Solano	Solano TA	loc	5301		Jepson Parkway (I-80 reliever), TEA-21 demo	Feb-03	200		0	0	200	0
RIP	Butte	Butte County	loc	3L95		Forest Hwy 119, reconstruct 8.6 mi (PLH)(02S-12)	May-03	500		0	0	0	500
RIP	Sierra	Sierra County	loc	1L60		Gold Lake Hwy Bridge (HBRR match)(02S-06)	May-03	4		0	0	4	0
RIP	Tehama	Tehama County	loc	2150		Gerber-Rawson, Thomas Cr, HBRR (98S92)	May-03	553		0	553	0	0
RIP	Tehama	Tehama County	loc	2331		McCoy Rd low-water crossing, HBRR match	May-03	23		0	0	23	0
RIP	Tehama	Tehama County	loc	2332		Wildcat Rd, Battle Crk, HBRR match	May-03	7		0	0	7	0
RIP	Tehama	Tehama County	loc	2183		Lake Cal Dr, bridge 8C-167, HBRR match	Jun-03	3		0	0	0	3
								1,708	11,194				
<b>Planning, Programming, and Monitoring Programmed for FY 02-03:</b>													
RIP	Fresno	COFCG		6L01		Planning, programming, and monitoring	Feb-03	270		0	270	0	0
RIP	Glenn	Glenn CTC		0L09		Planning, programming, and monitoring	Feb-03	39		0	39	0	0
RIP	Mariposa	Mariposa Co		4957		Planning, programming, and monitoring	Feb-03	20		0	20	0	0
RIP	Napa	MTC/Napa TPA		1003E		Planning, programming, and monitoring	Feb-03	60		0	60	0	0
RIP	Sierra	Sierra LTC		0L04		Planning, programming, and monitoring (02S-34)	Feb-03	128		0	128	0	0
RIP	Alp-Ama-Cal	Calaveras LTC		C1950		Planning, programming, and monitoring	Apr-03	181		0	181	0	0
RIP	Lake	Lake CCAPC		3002P		Planning, programming, and monitoring	Apr-03	155		0	155	0	0
RIP	Sacramento	SACOG		0L30		Planning, programming, and monitoring	Apr-03	232		0	232	0	0
RIP	Sutter	SACOG		1L53		Planning, programming, and monitoring	Apr-03	23		0	23	0	0
RIP	Yolo	SACOG		0L37		Planning, programming, and monitoring	Apr-03	27		0	27	0	0
RIP	Yuba	SACOG		0L41		Planning, programming, and monitoring	Apr-03	14		0	14	0	0
RIP	Colusa	Colusa LTC		0L20		Planning, programming, and monitoring	May-03	19		0	19	0	0
RIP	Modoc	ModGTC		2051		Planning, programming, and monitoring	May-03	62		0	62	0	0
RIP	San Francisco	MTC/SFCTA		2007		Planning, programming, and monitoring	May-03	58		0	58	0	0
RIP	Santa Clara	MTC/SCVTA		2255		Planning, programming, and monitoring	May-03	291		0	291	0	0
RIP	Trinity	Trinity CTC		2066		Planning, programming, and monitoring	May-03	59		0	59	0	0
RIP	Alameda	MTC/ACCMA		2179		Planning, programming, and monitoring	Jun-03	100		0	100	0	0
RIP	Del Norte	Del Norte LTC		1025P		Planning, programming, and monitoring	Jun-03	75		0	75	0	0
RIP	Humboldt	Humboldt COG		2002P		Planning, programming, and monitoring	Jun-03	110		0	110	0	0
RIP	Kern	Kern COG		6L03		Planning, programming, and monitoring	Jun-03	300		0	300	0	0
RIP	Mendocino	MCOG		4002P		Planning, programming, and monitoring	Jun-03	225		0	225	0	0
RIP	San Diego	SANDAG		7402		Planning, programming, and monitoring	Jun-03	473		0	473	0	0
								2,921	14,115				

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# DRAFT STIP ALLOCATION PLAN FOR FY 2002-03

(\$1,000's)

County	Agency	Rte	PPNO	Project	Extension Granted	Expected Allocation Month	Project Programming							
							STIP		Project Totals by Component					
							Total	Cumulative	R/W	Const	E & P	PS&E		
<b>Capacity Projects, Construction Programmed in FY 02-03 or on Extension:</b>														
RIP	Butte	Chico	loc	1L33		Dec-02	Dec-02	1,800	15,915	0	1,800	0	0	0
RIP	Los Angeles	LACMTA	rail	3225			Dec-02	15,395	31,310	0	15,395	0	0	0
RIP	Sacramento	Sac County	rail	0L25		Dec-02	Dec-02	4,332	35,642	0	4,332	0	0	0
IIP	San Bernardino	Caltrans	210	195F			Dec-02	2,117	37,759	0	2,117	0	0	0
IIP	San Bernardino	Caltrans	210	195G			Dec-02	1,316	39,075	0	1,316	0	0	0
IIP	San Bernardino	Caltrans	210	195H			Dec-02	8,920	47,995	0	8,920	0	0	0
RIP	Kings	Hanford	loc	6L07		Feb-03	Jan-03	675	48,670	0	675	0	0	0
RIP	Kings	Hanford	loc	6L12		Feb-03	Jan-03	935	49,605	0	935	0	0	0
RIP	Monterey	Salinas	loc	1160			Jan-03	108	49,713	0	0	108	0	0
RIP	Orange	Caltrans	rail	9067			Jan-03	5,849	55,562	0	5,849	0	0	0
IIP	Orange	Caltrans	rail	9067			Jan-03	1,960	57,522	0	1,960	0	0	0
IIP	San Bernardino	Caltrans	210	196E			Jan-03	6,600	64,122	0	6,600	0	0	0
IIP	San Bernardino	Caltrans	210	196G			Jan-03	600	64,722	0	600	0	0	0
RIP	San Diego	NCTD	rail	8192A		May-03	Jan-03	3,000	67,722	0	3,000	0	0	0
IIP	Kings	Caltrans	rail	9074B			Jan-03	300	68,022	300	0	0	0	0
IIP	Kings	Caltrans	rail	9074B			Jan-03	21,700	89,722	0	21,700	0	0	0
RIP	Alp-Ama-Cal	Caltrans	4	3294			Feb-03	2,122	91,844	0	2,122	0	0	0
IIP	Orange	Caltrans	91	4671A			Feb-03	6,179	98,023	0	6,179	0	0	0
RIP	Plumas	Caltrans	89	5800			Feb-03	1,692	99,715	0	1,692	0	0	0
RIP	Riverside	Hemet	loc	9902R		Feb-03	Feb-03	1,262	100,977	0	1,262	0	0	0
RIP	Tulare	Caltrans	99	6405			Feb-03	2,880	103,857	0	2,880	0	0	0
RIP	Yolo	Yolo County	loc	1L49			Feb-03	500	104,357	0	500	0	0	0
RIP	Alp-Ama-Cal	Caltrans	49	2130C			Apr-03	27,866	132,223	0	#####	0	0	0
IIP	Orange	Caltrans	405	5000			Apr-03	10,622	142,845	0	#####	0	0	0
RIP	Riverside	Rancho Mirage	loc	0H		Mar-03	Apr-03	1,012	143,857	0	1,012	0	0	0
IIP	San Diego	Caltrans	15	672			Apr-03	39,000	182,857	0	#####	0	0	0
RIP	San Diego	SDMTDB	rail	7413			Apr-03	684	183,541	0	684	0	0	0
IIP	Trinity	Caltrans	299	301H			Apr-03	2,920	186,461	0	2,920	0	0	0
RIP	Contra Costa	Caltrans	680	222B			May-03	3,500	189,961	0	3,500	0	0	0
RIP	Los Angeles	El Segundo	loc	2377		Jun-03	May-03	9,233	199,194	0	9,233	0	0	0
RIP	Los Angeles	Santa Clarita	loc	2881			May-03	8,513	207,707	3,703	4,810	0	0	0
RIP	Los Angeles	LACMTA	rail	2909			May-03	2,068	209,775	0	1,823	0	245	0
RIP	Los Angeles	LACMTA	rail	3089			May-03	689	210,464	0	689	0	0	0
RIP	Los Angeles	Glendale	loc	2120A			May-03	2,242	212,706	0	2,242	0	0	0
RIP	Monterey	Salinas	loc	1160			May-03	892	213,598	0	892	0	0	0
RIP	Placer TPA	Caltrans	80	147V			May-03	7,314	220,912	0	7,314	0	0	0
IIP	San Bernardino	Caltrans	138	239J			May-03	6,427	227,339	0	6,427	0	0	0
RIP	San Francisco	Peninsula JPB	rail	2014K			May-03	3,000	230,339	0	3,000	0	0	0
RIP	Santa Clara	Peninsula JPB	rail	2205			May-03	2,606	232,945	0	2,606	0	0	0
IIP	Solano	Caltrans	80	8273			May-03	14,300	247,245	0	#####	0	0	0
RIP	Ventura	Oxnard	loc	2955			May-03	960	248,205	0	960	0	0	0
IIP	Alameda	Caltrans	rail	2040			Jun-03	1,205	249,410	855	350	0	0	0
RIP	Alameda	Caltrans	880	16F			Jun-03	33,960	283,370	0	#####	0	0	0
RIP	Contra Costa	Caltrans	4	190D			Jun-03	19,307	302,677	0	#####	0	0	0
IIP	Contra Costa	Caltrans	4	190D			Jun-03	5,000	307,677	0	5,000	0	0	0

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# DRAFT STIP ALLOCATION PLAN FOR FY 2002-03

(\$1,000's)

County	Agency	Rte	PPNO	Project	Extension Granted	Expected		Project Programming					
						Allocation Month	STIP Total	Cumulative	Project Totals by Component				
									R/W	Const	E & P	PS&E	
RIP	Del Norte	Del Norte Co	loc	1018P		Jun-03	Jun-03	5,016	312,693	78	4,938	0	0
IIP	Imperial	Caltrans	78	21			Jun-03	12,500	325,193	0	#####	0	0
RIP	Imperial	Caltrans	7	51G			Jun-03	23,312	348,505	0	#####	0	0
IIP	Imperial	Caltrans	7	51G			Jun-03	4,052	352,557	0	4,052	0	0
RIP	Kern	Kern County	loc	8704			Jun-03	2,485	355,042	240	2,245	0	0
IIP	Los Angeles	Caltrans	rail	2000		Jun-03	Jun-03	3,700	358,742	0	3,700	0	0
IIP	Los Angeles	Caltrans	5	2120			Jun-03	4,468	363,210	0	4,468	0	0
RIP	Los Angeles	Caltrans	5	2120			Jun-03	2,867	366,077	0	2,867	0	0
RIP	Los Angeles	Caltrans	134	2223			Jun-03	15,179	381,256	0	#####	0	0
IIP	Los Angeles	Caltrans	134	2223			Jun-03	13,841	395,097	0	#####	0	0
RIP	Los Angeles	Caltrans	405	837A			Jun-03	33,600	428,697	0	#####	0	0
RIP	Los Angeles	Caltrans	405	837C			Jun-03	52,670	481,367	0	#####	0	0
IIP	Los Angeles	SGVCOG	gsep	2318			Jun-03	6,522	487,889	0	6,522	0	0
IIP	Marin	Caltrans	101	342L			Jun-03	7,000	494,889	0	7,000	0	0
RIP	Marin	Caltrans	101	342L			Jun-03	19,548	514,437	0	#####	0	0
RIP	San Bernardino	SANBAG	loc	161B			Jun-03	4,000	518,437	0	4,000	0	0
IIP	San Bernardino	Caltrans	210	193S			Jun-03	2,889	521,326	0	2,889	0	0
RIP	San Bernardino	Caltrans	210	193S			Jun-03	57,662	578,988	0	#####	0	0
IIP	San Diego	Caltrans	15	228A			Jun-03	4,700	583,688	0	4,700	0	0
IIP	San Diego	Caltrans	15	233J			Jun-03	4,000	587,688	0	4,000	0	0
IIP	Santa Clara	Caltrans	101	468E			Jun-03	13,531	601,219	0	#####	0	0
RIP	Santa Clara	Caltrans	101	468E			Jun-03	1,144	602,363	0	1,144	0	0
								588,248					
<b>Capacity Projects, FY 02-03 Programming for Projects with Construction Programmed in FY 03-04:</b>													
IIP	Los Angeles	SGVCOG	gsep	2318			Dec-02	28		0	0	0	28
IIP	Los Angeles	SGVCOG	gsep	2318			Dec-02	43		0	0	0	43
RIP	Mendocino	Ft Bragg	loc	4085P			Feb-03	11		0	0	0	11
RIP	Tehama	Tehama County	loc	2162		Feb-03	Feb-03	30		0	0	0	30
RIP	Trinity	Trinity County	loc	2138		Mar-03	Apr-03	360		0	0	0	360
RIP	Butte	Butte County	loc	1L43		Jun-03	May-03	70		0	0	0	70
RIP	Contra Costa	BART	rail	2011G			May-03	200		0	0	0	200
RIP	Los Angeles	Los Angeles	loc	2863			May-03	543		543	0	0	0
RIP	Los Angeles	Los Angeles	loc	3090			May-03	243		0	0	0	243
RIP	Los Angeles	Los Angeles	loc	3093			May-03	1,341		540	0	0	801
RIP	Los Angeles	Los Angeles	loc	3094			May-03	49		0	0	0	49
RIP	Los Angeles	Los Angeles	loc	3095			May-03	339		0	0	0	339
RIP	Los Angeles	Los Angeles	loc	3096			May-03	280		280	0	0	0
RIP	Los Angeles	Los Angeles	loc	3104			May-03	1,023		183	0	0	840
RIP	Los Angeles	Los Angeles	loc	3105			May-03	1,465		358	0	0	1,107
RIP	Los Angeles	Los Angeles	loc	3108			May-03	223		0	0	0	223
RIP	Los Angeles	Covina	rail	3224			May-03	560		0	0	240	320
RIP	Tehama	Tehama County	loc	2162		Feb-03	May-03	22		22	0	0	0
RIP	Butte	Butte County	loc	2L98			Jun-03	35		0	0	0	35
RIP	Los Angeles	SGVCOG	gsep	2318			Jun-03	7,262		5,262	0	0	2,000
IIP	Solano	CCJPA	rail	6045L			Jun-03	190		0	0	40	150
								14,317					

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**DRAFT STIP ALLOCATION PLAN FOR FY 2002-03**  
(\$1,000's)

County	Agency	Rte	PPNO	Project	Extension Granted	Expected Allocation Month	Project Programming					
							STIP Total	Cumulative	Project Totals by Component			
							R/W	Const	E & P	PS&E		
<b>Capacity Projects, FY 02-03 Programming for Projects with Construction Programmed in FY 04-05, FY 05-06, or FY 06-07:</b>												
RIP	Orange	OCTA	loc	2796		Dec-02	57		0	0	57	0
RIP	Placer TPA	Rocklin	loc	151C		Dec-02	44		0	0	44	0
RIP	Riverside	Palm Springs	loc	1007		Feb-03	87		0	0	87	0
RIP	Tulare	Tulare County	loc	101		Feb-03	350		0	0	350	0
RIP	Tulare	Tulare County	loc	107		Feb-03	135		0	0	135	0
RIP	Tulare	Tulare County	loc	6L11		Feb-03	400		0	0	400	0
RIP	Contra Costa	Antioch	loc	2011A		May-03	50		0	0	50	0
RIP	Mono	Mammoth Lakes	loc	2512		May-03	20		0	0	20	0
RIP	Los Angeles	Pomona	loc	2232		Jun-03	2,329		1,710	0	0	619
RIP	Mendocino	Mendocino Co	loc	4101P		Jun-03	300		0	0	100	200
RIP	Placer TPA	Rocklin	loc	151C		Dec-03	24		0	0	0	24
RIP	Trinity	Trinity County	loc	2140		Jun-03	437		0	0	0	437
							4,233					
<b>Capacity Projects, FY 02-03 Programming for Projects with No Construction Programmed in STIP:</b>												
RIP	Los Angeles	Monterey Park	loc	2915		Dec-02	148		0	0	0	148
RIP	Kern	Ridgecrest	loc	2022		Jan-03	1,000		0	0	1,000	0
IIP	San Diego	Caltrans	rail	9865		Feb-03	855		0	0	855	0
RIP	San Joaquin	Lathrop	gsep	3K41		Jan-03	200		0	0	200	0
RIP	Yolo	Yolo County	loc	3L48		Feb-03	85		0	0	85	0
RIP	Nevada	Truckee	loc	3L43		Apr-03	500		0	0	500	0
RIP	Sacramento	Sac County	loc	3L39		Apr-03	1,000		0	0	1,000	0
RIP	Yolo	Yolo County	loc	3L47		Apr-03	168		0	0	168	0
IIP	Monterey	TAMC	loc	8200		May-03	1,000		0	0	1,000	0
RIP	Monterey	TAMC	loc	8200		May-03	2,000		0	0	2,000	0
RIP	Orange	Tustin	loc	9654		May-03	332		0	0	332	0
RIP	San Bernardino	Barstow	loc	1730		May-03	90		0	0	90	0
RIP	Sutter	Sutter County	loc	3L44		May-03	1,000		0	0	0	1,000
RIP	Tulare	Visalia	loc	103		May-03	426		0	0	0	426
RIP	Tulare	Tulare County	loc	8683		May-03	484		0	0	484	0
RIP	Tulare	Visalia	loc	8687		May-03	400		0	0	400	0
RIP	Alameda	Newark	loc	2009R		Jun-03	145		0	0	145	0
RIP	Alameda	Newark	loc	2009S		Jun-03	120		0	0	120	0
RIP	Kern	Shafter	loc	8700		Jun-03	1,000		0	0	0	1,000
RIP	Los Angeles	Santa Clarita	loc	2885		Jun-03	252		0	0	0	252
RIP	San Luis Obispo	Arroyo Grande	loc	370A		Jun-03	165		0	0	165	0
RIP	Solano	Vallejo	ferry	2260		Jun-03	125		0	0	125	0
							11,495					
<b>Non-capacity Projects, Construction Programmed in FY 02-03 or on Extension:</b>												
RIP	Alameda	AC Transit	bus	2113A		Dec-02	628		0	628	0	0
RIP	Humboldt	Humboldt Co	loc	2054P		Dec-02	551		0	551	0	0
RIP	Los Angeles	Downey	loc	2870		Dec-02	112		0	112	0	0
RIP	Los Angeles	Downey	loc	2870		Dec-02	1,035		0	1,035	0	0
RIP	Contra Costa	Lafayette	loc	2011L		Jan-03	109		0	109	0	0

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# DRAFT STIP ALLOCATION PLAN FOR FY 2002-03

(\$1,000's)

	County	Agency	Rte	FPNO	Project	Extension Granted	Expected Allocation Month	Project Programming					
								STIP Total	Cumulative	Project Totals by Component			
									R/W	Const	E & P	PS&E	
RIP	Los Angeles	Los Angeles	loc	2868	San Fernando Rd bike path (ext 6-01)	Feb-03	Jan-03	2,302		0	2,302	0	0
RIP	Los Angeles	Vernon	loc	4300	Atlantic/Bandini intersec improv (ext 5-01)	Feb-03	Jan-03	2,437		0	2,437	0	0
RIP	Tuolumne	Sonora	loc	9890	Grade xings, Sanguinetti/Old Wards (ext 6-01)	Feb-03	Jan-03	33		0	33	0	0
RIP	Butte	Caltrans	99	2415	Durham Pentz Rd, off-ramp signals		Feb-03	590		0	590	0	0
RIP	Butte	Paradise	loc	2L119	Pearson Rd, Skyway-Black Olive, rehab		Feb-03	522		0	522	0	0
RIP	Butte	Paradise	loc	2L120	Skyway/Wagstaff intersec rehab		Feb-03	66	66	0	0	0	0
RIP	Fresno	Fresno	loc	6L02	CMAQ match, Marks/Weber intersection		Feb-03	18		0	18	0	0
RIP	Glenn	Willows	loc	3L72	Pacific Av, Green-N City Limits, reconst (State only)		Feb-03	7		0	0	1	6
RIP	Inyo	Bishop	loc	4	Wye Road, Rt 6-Spruce, recon (ext 6-01)	Feb-03	Feb-03	385		0	385	0	0
RIP	Los Angeles	Los Angeles	loc	2858	Eagle Rock ATSAC (ext 5-02)	Feb-04	Feb-03	2,516		0	2,516	0	0
RIP	Los Angeles	Los Angeles	loc	2858	Eagle Rock ATSAC (ext 6-01)	Feb-03	Feb-03	1,290		0	1,187	0	103
RIP	Los Angeles	Los Angeles	loc	2858	Eagle Rock ATSAC (ext 5-02)	Feb-04	Feb-03	218		0	0	0	218
RIP	Los Angeles	Los Angeles	loc	2858	Eagle Rock ATSAC		Feb-03	832		0	766	0	66
RIP	Marin	Marin County	loc	2163	CMAQ match, Downtown Signal System Mgmt		Feb-03	23		0	23	0	0
RIP	Mariposa	Mariposa Co	loc	2K11	Darrah Rd, Hwy 49 South-Triangle, rehab		Feb-03	415		0	415	0	0
RIP	Modoc	Alturas	loc	2176	Warner St, Park-Rt 299, rehab (02 STIP)		Feb-03	1,495		0	1,495	0	0
RIP	Monterey	Soledad	loc	1015	West St, Front St, rehab (00S-65)		Feb-03	61		0	57	0	4
RIP	Plumas	Plumas County	loc	2233	Quincy Jct Rd, pavement rehab		Feb-03	280		0	280	0	0
RIP	Plumas	Plumas County	loc	2244	Lake Davis Rd, rehab (00S-7)		Feb-03	415		0	415	0	0
RIP	Plumas	Plumas County	loc	2250	Big Cove Rd, rehab (00S-7)		Feb-03	200		0	200	0	0
RIP	Plumas	Plumas County	loc	2253	Lee Rd, rehab (00S-7)		Feb-03	290		0	280	0	10
RIP	Plumas	Plumas County	loc	2254	Bucks Lake Rd, Meadow Valley, reh (00S-7)		Feb-03	315		0	290	0	25
RIP	Sacramento	Sacramento	loc	9L02	N 3rd, Vine, Sproule, Pk Riviera, Dayton, recon		Feb-03	1,891		0	1,891	0	0
RIP	San Bernardino	Needles	tea	1E	EI Garces station restoration (ext 5-02)	Feb-03	Feb-03	75		0	0	0	75
RIP	San Bernardino	Needles	rail	1E	EI Garces station restoration (ext 5-02)	Oct-03	Feb-03	640		0	640	0	0
RIP	Siskiyou	Dorris	loc	2282	Main St, Triangle St, State St, rehab (State only)		Feb-03	320		0	320	0	0
RIP	Siskiyou	Montague	loc	2288	Prather St, rehab (State only)		Feb-03	350		0	322	8	20
RIP	Solano	Fairfield	loc	321C	Central Way, Ritchie-Pitman, overlay		Feb-03	158		0	158	0	0
RIP	Sonoma	MTC	mat	2172	CMAQ match (ext 6-02), Roh Pk Park & Ride (\$323K)	Dec-02	Feb-03	323		0	323	0	0
RIP	Tehama	Tehama	loc	2173	7 streets, rehab (summer 2003)		Feb-03	157		0	148	1	8
RIP	Fresno	Fowler	loc	6L02	CMAQ match, replace sidewalks, 5th, Main		Apr-03	5		0	5	0	0
RIP	Imperial	Caltrans	111	564	Rehab to relinquish, Gillett Rd-Worthington		Apr-03	2,070		0	2,070	0	0
RIP	Inyo	Bishop	loc	5	Home St, Rt 168-Sierra, reconstruction		Apr-03	410		0	410	0	0
RIP	Inyo	Bishop	loc	1503	Mandich, Sneden, S 3rd, Warren, rehab (SO)(incr)		Apr-03	56		0	0	0	56
RIP	Los Angeles	Santa Clarita	rail	2901	Newhall Metrolink, expand parking (ext 6-02)	Dec-02	Apr-03	100		0	100	0	0
RIP	Marin	Sausalito	loc	2012R	Bridgeway, Princess-Johnson, rehab		Apr-03	131		0	121	0	10
RIP	Mono	Mono County	loc	2009	Lundy Lake Rd, rehab (ext 6-02)	Jun-03	Apr-03	1,310		1	1,294	0	15
RIP	Riverside	Indio	loc	0M	Indio Bl, Jackson-Rt 111, rehab (00S-59)		Apr-03	325		0	325	0	0
RIP	Siskiyou	Yreka	loc	2215	Greenhorn Rd rehab		Apr-03	451		0	451	0	0
RIP	Stanislaus	StanCOG	mat	9951	CMAQ match, one dump truck		Apr-03	9		0	9	0	0
RIP	Trinity	Trinity County	loc	2216	Hyampom Rd, PM 0.0-3.5, rehab		Apr-03	729		0	729	0	0
RIP	Various	Caltrans	rail	2017	Carsharing development (intercity rail)(02S-18)		Apr-03	1,975		0	1,975	0	0
RIP	Butte	Butte County	loc	1L47	West 8th Av reconstruction (ext 5-02)	Jun-03	May-03	22		0	0	0	22
RIP	Butte	Butte County	loc	2L93	Neal Rd, 4.7-5.9 mi E of Rt 99, rehab		May-03	610		0	610	0	0
RIP	Butte	Butte County	loc	2L94	Oroville Bangor Hwy reconst (ext 6-02)	Jun-03	May-03	85		0	0	0	85
RIP	Inyo	Bishop	loc	1503	Mandich, Sneden, S 3rd, Warren, rehab (SO)(incr)		May-03	14		0	14	0	0
RIP	Kern	Caltrans	99	3506	White Lane soundwall		May-03	625		0	625	0	0

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# DRAFT STIP ALLOCATION PLAN FOR FY 2002-03

(\$1,000's)

	County	Agency	Rte	PPNO	Project	Extension Granted	Expected Allocation Month	Project Programming					
								STIP Total	Cumulative	Project Totals by Component			
										R/W	Const	E & P	PS&E
RIP	Kings	KCAPTA	bus	8526	Intermodal transfer site improvements (State only)		May-03	400		0	340	0	60
RIP	Lake	Clearlake	loc	3021P	Lakeshore, Pearl, Howard, Uhl, rehab (02S-43)		May-03	360		0	360	0	0
RIP	Lassen	Lassen County	loc	2123	Skyline Rd Ext/South, bikeway (98S-111)		May-03	74		74	0	0	0
RIP	Los Angeles	Los Angeles	loc	2369	Sepulveda/Burbank Intersec (98S-75)		May-03	1,184		0	1,184	0	0
RIP	Los Angeles	LA County	loc	2845	Carson St signal synch, LB Bl-Bloomfield		May-03	1,427		0	1,427	0	0
RIP	Los Angeles	Compton	loc	2869	Compton Cr bike path, Greenleaf-Artesia		May-03	388		0	388	0	0
RIP	Los Angeles	Agoura Hills	loc	2875	Central traffic signal system (ext 6-02)	Jun-03	May-03	325		0	325	0	0
RIP	Los Angeles	Agoura Hills	loc	2875	Central traffic signal system		May-03	399		0	399	0	0
RIP	Los Angeles	Pasadena	rail	2912	Pasadena Blue Line ped enhancements		May-03	399		0	356	0	43
RIP	Los Angeles	Los Angeles	loc	3133	Valley Circle Bl at Rt 101, intersec improvts (SO)		May-03	301		0	301	0	0
RIP	Los Angeles	Los Angeles	loc	3227	Bicycle parking at 5 Pasadena Blue Line stations (SO)		May-03	85		0	85	0	0
RIP	Madera	Madera CTC	mat	8850	CMAQ match reserve		May-03	67		0	67	0	0
RIP	Marin	Marin CMA	loc	320C	Manzanita park and ride, phase 2		May-03	244		0	244	0	0
RIP	Mendocino	Ukiah	loc	4095P	North State St curb ramps, 2 intersecs (State only)		May-03	18		0	18	0	0
RIP	Monterey	MST	bus	1004	Rehab 12 diesel buses		May-03	540		0	540	0	0
RIP	Monterey	Monterey	loc	1156	Del Monte Av, Sloat-Palo Verde, reconstruct (SO)		May-03	885		0	885	0	0
RIP	Riverside	Riverside Co	loc	1103	Van Buren Bl, Wash'n-Ora Terrace, median, turnouts		May-03	1,323		0	1,323	0	0
RIP	Riverside	RCTC	tdm	9801	Rideshare program (02 STIP)		May-03	400		0	400	0	0
RIP	San Benito	San Juan Bautista	loc	853	Curbs, gutters, sidewalks, storm drains (State only)		May-03	133		0	133	0	0
RIP	San Benito	San Benito COG	loc	938	CMAQ match reserve (ext 5-02)	Jun-03	May-03	30		0	30	0	0
RIP	San Bernardino	Caltrans	215	244C	Soundwalls, Grand Terrace, Barton Rd-Newport Av		May-03	1,389		0	1,389	0	0
RIP	San Diego	SDMTDB	rail	978	Regional automated fare system (State only)		May-03	5,250		0	3,500	0	1,750
RIP	San Diego	SANDAG	loc	7401B	RSTP/CMAQ/TEA match reserve		May-03	22		0	22	0	0
RIP	San Diego	SANDAG	loc	7401B	RSTP/CMAQ/TEA match reserve		May-03	241		0	241	0	0
RIP	Santa Barbara	S B County	loc	223G	Evans Av/Ortega Hill Rd intersection		May-03	310		0	310	0	0
RIP	Siskiyou	Tulelake	loc	2290	Modoc St, F St, rehab (State only)		May-03	350		0	325	0	25
RIP	Sonoma	Caltrans	101	782G	Park/Ride, Rohnert Park interch (98S-106)		May-03	125		0	125	0	0
RIP	Stanislaus	StanCOG	mat	9951	RSTP/CMAQ/TEA match reserve		May-03	383		0	383	0	0
RIP	Stanislaus	StanCOG	mat	9951	RSTP/CMAQ/TEA match reserve		May-03	5		0	5	0	0
RIP	Tahoe RPA	Tahoe RPA	mat	3L85	CMAQ match reserve		May-03	173		0	173	0	0
RIP	Tehama	Tehama County	loc	2191	Rd 99W, at Red Bank Creek, over 0.5 mi		May-03	109		0	109	0	0
RIP	Tehama	Tehama County	loc	2193	Tyler Rd at Rd 99W, improvs/rehab		May-03	182		0	182	0	0
RIP	Tulare	Tulare	bus	8631	Tulare intermodal transit center		May-03	1,904		0	1,904	0	0
RIP	Tulare	Visalia	loc	8633	9 street segments, rehab		May-03	934		0	904	0	30
RIP	Tulare	Visalia	loc	8688	Emergency vehicle preemption, 34 intersections		May-03	186		0	186	0	0
RIP	Tuolumne	Sonora	loc	3K94	City street rehab & safety, 6 locations (State only)		May-03	210		0	210	0	0
RIP	Ventura	Oxnard	loc	3138	Soundwall, SB Rt 101, Snow Av-Jardin Dr (02S-17)		May-03	425		0	425	0	0
RIP	Ventura	Thousand Oaks	loc	3141	Soundwall, Lynn Rd-Wendy Dr (02S-17)		May-03	1,689		9	1,680	0	0
RIP	Yolo	Davis	loc	2L80	Pavement rehab, phase 2		May-03	600		0	600	0	0
RIP	Alameda	Union City	loc	2198	Alvarado-Niles, pavement rehab		Jun-03	240		0	240	0	0
RIP	Alameda	Caltrans	92	90C	Hesperian Bl-Santa Clara St, soundwalls		Jun-03	670		0	670	0	0
RIP	Butte	Paradise	loc	2L114	Almond St, Elliott-Fir, rehab		Jun-03	195		0	195	0	0
RIP	Contra Costa	Danville	loc	2011M	Oak Hill Park frontage improvements (State only)		Jun-03	62		0	62	0	0
RIP	Contra Costa	San Pablo	loc	2011Q	San Pablo Dam Rd ped path (State only)		Jun-03	115		0	115	0	0
RIP	Contra Costa	Martinez	loc	2011W	Bay Trail, phase 2 segments (State only)		Jun-03	300		200	100	0	0
RIP	Fresno	COFCG	mat	6L02	CMAQ match reserve		Jun-03	665		0	665	0	0
RIP	Humboldt	Eureka	loc	2074	RR crossings, 3 locations, rehab (State only)		Jun-03	100		0	100	0	0

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# DRAFT STIP ALLOCATION PLAN FOR FY 2002-03

(\$1,000's)

	County	Agency	Rte	PPNO	Project	Extension Granted	Expected Allocation Month	Project Programming						
								STIP Total	Cumulative	Project Totals by Component				
								RW	Const	E & P	PS&E			
RIP	Humboldt	Arcata	loc	2059P	K/Alliance, Samoa-Foster, rehab		Jun-03	660		0	660	0	0	
RIP	Inyo	Inyo County	loc	3036	Shabbell Lane, overlay		Jun-03	105		0	94	0	11	
RIP	Inyo	Inyo County	loc	4019	Tuttle Creek Road, overlay		Jun-03	224		0	200	0	24	
RIP	Inyo	Inyo County	loc	4021	Substation Road, overlay		Jun-03	111		0	99	0	12	
RIP	Marin	Marin CMA	loc	320C	Manzanita park and ride, phase 2		Jun-03	67		0	67	0	0	
RIP	Modoc	Alturas	loc	2041	Warner/Carlos Truck Route rehab (increase)		Jun-03	345		0	345	0	0	
RIP	Monterey	Greenfield	loc	1013	El Camino Real, Apple-Walnut, rehab (00S-65)		Jun-03	50		0	50	0	0	
RIP	Monterey	King City	loc	1014	Broadway, Russ-3rd, reconstruct (00S-65)		Jun-03	50		0	50	0	0	
RIP	Plumas	Plumas County	loc	2045	CR 109, rehab and safety (ext 5-02)	Jun-03	Jun-03	1,417		0	1,417	0	0	
RIP	Plumas	Plumas County	loc	2045	CR 109, rehab and safety		Jun-03	558		0	558	0	0	
RIP	Plumas	Plumas County	loc	2247	Rd A-15 PM 3.6-5.0, rehab (00S-7)		Jun-03	200		0	200	0	0	
RIP	Plumas	Plumas County	loc	2255	Quincy-La Porte Rd, rehab (00S-7)		Jun-03	125		0	125	0	0	
IIP	Riverside	Caltrans	86	75J	Rehab/relinq, city, Rt 86,111,195 /75D (split,6-02 vote)		Jun-03	152		0	152	0	0	
RIP	San Diego	SANDAG	tdm	7404	Rideshare TDM program		Jun-03	1,644		0	1,644	0	0	
RIP	San Diego	Chula Vista	loc	435A	Rt 805 Orange-Palomar sndwalls (00S-21)		Jun-03	1,145		0	1,145	0	0	
RIP	San Luis Obispo	Morro Bay	loc	1105	Rt 1/Rt 41 roundabout (State only)		Jun-03	441		0	441	0	0	
RIP	San Mateo	BART	loc	1035	SFO Airport Bicycle Trail (State only)		Jun-03	1,343		655	688	0	0	
RIP	Santa Barbara	Caltrans	101	481	Evans-Sheffield, NB aux ln, bikeway (grf, increase)		Jun-03	836		0	836	0	0	
RIP	Santa Barbara	Santa Barbara	loc	1197	Sidewalk installation (locs not ID'd)(State only)		Jun-03	200		0	200	0	0	
RIP	Santa Clara	MTC	loc	2168	CMAQ match reserve (98S-122)		Jun-03	797		0	797	0	0	
RIP	Sonoma	Caltrans	101	781M	Soundwalls, Wilfred-Rt 12 (grf)(781H,6-00)		Jun-03	4,740		0	4,740	0	0	
RIP	Tehama	Tehama County	loc	2194	Baker Rd, Walnut-Rt 36, rehab		Jun-03	2		0	0	2	0	
RIP	Ventura	Ventura	loc	3140	Soundwall, E Main St-S Hill Rd (02S-17)		Jun-03	469		0	469	0	0	
								71,483						
<b>Non-capacity Projects, FY 02-03 Programming for Projects with Construction Programmed in FY 03-04:</b>														
RIP	Mariposa	Mariposa Co	loc	2K12	Don Pedro subdiv, multiple rds, rehab		Feb-03	10		0	0	0	10	
RIP	Santa Cruz	Santa Cruz Co	loc	2054	Amesti Rd, PM 2.8-3.0, recon (ext 6-02)	Feb-03	Feb-03	85		10	0	0	75	
RIP	Los Angeles	SCRRA	rail	3201	Rolling stock mtnce facility, San Bernardino (02S-11)		Apr-03	2,024		2,024	0	0	0	
IIP	Madera	Caltrans	rail	2025	Madera, new station		Apr-03	130		35	0	0	95	
RIP	Santa Barbara	S B County	loc	223E	Santa Claus Lane Class I bikeway (00S-01)		Apr-03	70		0	0	0	70	
RIP	Tulare	Tule River TC	loc	8686	Reservation Rd, Rt 190-Tule Riv Ind Res, improv		Apr-03	50		0	0	50	0	
RIP	Butte	Butte County	loc	2L91	Entler Av rehab		May-03	69		0	0	0	69	
RIP	Contra Costa	BART	rail	2011D	Pittsburg-Bay Point terminal zone, turnback		May-03	350		0	0	0	350	
RIP	Contra Costa	CC County	loc	2011P	Stone Valley Rd W sidewalk to Ironhorse Trail (S/O)		May-03	10		0	0	0	10	
RIP	Contra Costa	CC County	loc	2011S	I-80 Bikeway storm drain grates (State only)		May-03	2		0	0	0	2	
RIP	Inyo	Inyo County	loc	1008	Old Spanish Trail Rd, rehab, chip seal		May-03	4		0	0	4	0	
RIP	Los Angeles	Los Angeles	loc	3116	Little Tokyo pedestrian linkages (02S-11)		May-03	165		0	0	0	165	
RIP	Mendocino	Ukiah	loc	4089P	RR crossing rehab, 4 locations (State only)		May-03	16		0	0	0	16	
RIP	Siskiyou	Etna	loc	2373	Callahan St, Callhan Rd-city limits, rehab (State only)		May-03	19		0	0	3	16	
RIP	Tulare	Porterville	loc	8680	Henderson Av, Jaye-SJV rr xing, rehab		May-03	31		0	0	0	31	
RIP	Inyo	Inyo County	loc	1006	Alabama Hills county rds, rehab		Jun-03	4		0	0	4	0	
RIP	Plumas	Plumas County	loc	2246	Rd A-15 PM 0.0-1.45, rehab (00S-7)		Jun-03	25		0	0	5	20	
RIP	Plumas	Plumas County	loc	2251	Clifford Dr, rehab (00S-7)		Jun-03	30		0	0	10	20	
RIP	San Joaquin	Tracy	bus	2K47	Tracy downtown multimodal station (02 STIP)		Jun-03	2,945		2,945	0	0	0	
RIP	Santa Barbara	Santa Barbara	loc	1194	Local street rehab 23 locations (State only)		Jun-03	232		0	0	0	232	
								6,271						

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# DRAFT STIP ALLOCATION PLAN FOR FY 2002-03

(\$1,000's)

County	Agency	Rte	PPNO	Project	Extension Granted	Expected Allocation Month	Project Programming						
							STIP Total	Cumulative	Project Totals by Component				
							R/W	Const	E & P	PS&E			
<b>Non-capacity Projects, FY 02-03 Programming for Projects with Construction Programmed in FY 04-05, FY 05-06, or FY 06-07:</b>													
RIP	Sacramento	Cal State Sac	loc	3L07		Bicycle master plan implementation	Feb-03	46		0	0	0	46
RIP	Tulare	Farmersville	loc	108		Visalia Rd, Stevens-Brundage, ops (02 STIP)	Apr-03	25		0	0	25	0
RIP	Yolo	Yolo County	loc	3L45		Davis-Woodland bikeway, Roads 99 and 29	Apr-03	64		0	0	64	0
RIP	Madera	Chowchilla	loc	8821		Ventura Av, 3rd-9th, reconstruct (State only)	May-03	29		0	0	3	26
RIP	Mendocino	Ft Bragg	loc	4086P		Sidewalks and ramps, 318 curb cuts (State only)	May-03	25		0	0	0	25
RIP	Yuba	Yuba County	loc	3L55		Arboga Rd, Erle-Broadway, rehab (State only)	May-03	25		0	0	0	25
RIP	Yuba	Yuba County	loc	3L56		Willow Glen Rd, Marysville-Frenchtown, rehab	May-03	40		0	0	0	40
RIP	Yuba	Marysville	loc	3L57		Huston St, E 19th, E 18th, rehab	May-03	20		0	0	0	20
RIP	Yuba	Marysville	loc	3L58		Rideout Way, Hall-Covilaud, rehab	May-03	16		0	0	0	16
RIP	Sacramento	Sac County	loc	2L68		Watt Av, Rt 51-Rt 16, enhancements, phase 2	Jun-03	648		0	0	648	0
								938					
<b>Non-capacity Projects, FY 02-03 Programming for Projects with No Construction Programmed in STIP:</b>													
RIP	Plumas	Plumas County	loc	2345		Chester-1st Ave Bridge rail replace, HBRR match	Feb-03	25		0	0	25	0
RIP	San Diego	San Diego Co	loc	7401B		Noise barriers, CMAQ program mgmt	Feb-03	41		0	0	20	21
RIP	Stanislaus	Modesto	loc	9951		CMAQ match, traffic signals	Feb-03	27		0	0	0	27
RIP	Lassen	Lassen County	loc	2261		Janesville Main St. bikepath/rehab (APDE)	May-03	170		0	0	170	0
RIP	Lassen	Lassen County	loc	2262		County Rd A-3, overlay, shoulders (APDE)	May-03	185		0	0	185	0
RIP	Sacramento	Sacramento	loc	3L18		Raley Bl, Santa Ana-Escot, reconstruction	May-03	90		0	0	90	0
RIP	San Francisco	BART	rail	2014R		Embarcadero, Montgomery seismic retro (APDE)(S/O)	May-03	500		0	0	500	0
RIP	Santa Cruz	Capitola	loc	1182		Capitola Village enhancements (State only)	May-03	60		0	0	0	60
RIP	Siskiyou	Siskiyou Co	loc	2305		Old Hwy 99, Easy St, overlay (State only)	May-03	125		0	0	75	50
RIP	Tulare	Visalia	loc	8689		Rt 63 street tree landscaping	May-03	60		0	0	60	0
								1,283					
<b>EXCLUDED: Projects Identified as Deliverable in FY 02-03, though Programmed in FY 03-04:</b>													
RIP	Alameda	AC Transit	bus	2009D		Bus component rehabilitation	Feb-03	8,500		0	8,500	0	0
RIP	Modoc	Modoc County	loc	2384		CR 60, Eastside Canal, repl bridge (HBRR)(02S-13)	Feb-03	130		0	130	0	0
RIP	Mono	Mono Co	bus	2015		Bus for Inyo-Mono Transit	Feb-03	70		0	70	0	0
RIP	Alameda	BART	rail	2103		Oakland Airport guideway (RTIP)(excl ITIP FY 07)	May-03	11,000		10,000	1,000	0	0
RIP	Humboldt	Humboldt Co	loc	2081		Union St/Sea Av, reconstruct/widen (State only)	May-03	144		0	0	144	0
RIP	Inyo	Inyo County	loc	5049		Whitney Portal Rd reconstruction	May-03	42		0	0	42	0
IIP	Los Angeles	Caltrans	405	2336		Rt 405/101 conn, gap closure, (02 STIP)(ITIP)(TCR #51)	May-03	9,124		0	9,124	0	0
RIP	Los Angeles	Caltrans	405	2336		Rt 405/101 conn, gap closure (RTIP)(TCR #51)	May-03	8,787		0	8,787	0	0
IIP	Merced	Caltrans	99	546D		Fwy conversion, Arena Way-Dwight Way	May-03	23,314		0	#####	0	0
IIP	Merced	Caltrans	99	546D		TOS components, Arena Way-Dwight Way	May-03	1,128		0	1,128	0	0
RIP	Riverside	Blythe	loc	0C		Hobsonway, arterial improvements (02 STIP)	May-03	1,875		0	1,875	0	0
RIP	Riverside	Caltrans	215	121B		HOV/TCL, Box Sprgs OH-Fair Isle (02STIP)*	May-03	23,800		0	#####	0	0
RIP	Riverside	Caltrans	215	121D		HOV,TCL, El Cerrito- Rt 60/91(incr)(02STIP)*	May-03	38,550		0	#####	0	0
RIP	Riverside	Caltrans	215	121D		HOV lanes, University-MLKing (02STIP)*	May-03	15,790		0	#####	0	0
RIP	Riverside	Caltrans	215	121E		HOV,TCL, Box Springs-El Cerrito (02STIP)*	May-03	15,374		0	#####	0	0
IIP	Riverside	Caltrans	215	121G		Rt 60/215E truck bypass (ITIP)(grf)(02STIP)*	May-03	7,886		0	7,886	0	0
RIP	Riverside	Caltrans	215	121G		Rt 60/215E truck bypass (RTIP)(grf)(02STIP)*	May-03	5,877		0	5,877	0	0
RIP	Riverside	Caltrans	215	121G		Rt 60/215E interch truck bypass (02STIP)	May-03	2,986		0	2,986	0	0
RIP	Riverside	Caltrans	215	125G		Rt 91/60 IC connectors, Stage 1 (02STIP)*	May-03	25,000		0	#####	0	0

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# DRAFT STIP ALLOCATION PLAN FOR FY 2002-03

(\$1,000's)

	County	Agency	Rte	PFNO	Project	Extension Granted	Expected		Project Programming				
							Allocation Month	STIP Total	Project Totals by Component		R/W	Const	E & P
IIP	Riverside	Caltrans	215	125J	SB/EB flyover conn, Rt 60/91(ITIP)*		May-03	33,892		0	#####	0	0
RIP	Riverside	Caltrans	215	125J	SB/EB flyover conn, Rt 60/91 (RTIP)*		May-03	415		0	415	0	0
RIP	Riverside	Caltrans	215	125K	Rt 91/60 IC connectors, Stage 2 (OOS-33)		May-03	23,536		0	#####	0	0
RIP	Sacramento	Folsom	loc	3L41	Rt 50 Empire Ranch Rd interchange (APDE)		May-03	900		0	0	0	900
RIP	San Bernardino	Caltrans	10	138J	Soundwalls, Ontario-San B'do (OOS-49)		May-03	4,384		0	4,384	0	0
IIP	Santa Barbara	Caltrans	101	4460	Santa Maria 6-lane (IIP)(02 STIP)		May-03	3,261		0	3,261	0	0
RIP	Santa Barbara	Caltrans	101	4460	Santa Maria 6-lane (RIP)(02 STIP)		May-03	15,511		0	#####	0	0
RIP	Sierra	Sierra County	loc	3L103	Port Wine Rd Br, Rock Creek Trib (HBRR)(02S-27)		May-03	20		0	0	20	0
RIP	Sierra	Sierra County	loc	3L104	Old Fiberboard Rd Br, Little Truckee Riv (HBRR)(02S-27)		May-03	21		0	0	21	0
RIP	Siskiyou	Siskiyou Co	loc	2302	Ash Creek Bridge, HBRR match		May-03	20		0	0	0	20
RIP	Siskiyou	Caltrans	3	3126	At Yreka-Ager Rd, left turn lane (RTIP)		May-03	200		0	200	0	0
RIP	Stanislaus	StanCOG	mat	9951	RSTP/CMAQ/TEA match reserve		May-03	301		0	301	0	0
RIP	Tehama	Tehama County	loc	2032	Flores Av Access Rd (02 STIP)		May-03	3,781		0	3,781	0	0
RIP	Tehama	Tehama County	loc	2162	McCoy Road, realign (02 STIP)		May-03	1,323		0	1,323	0	0
RIP	Tulare	Tulare County	loc	8682	Caldwell Av, Santa Fe-Orange, 4 lanes		May-03	373		0	0	373	0
IIP	Butte	Caltrans	149	16W	Rt 70-Rt 99, 4-ln expway (grf,02STIP)(ext 2-02)(IIP)	Feb-04	Jun-03	64,321		0	#####	0	0
RIP	Butte	Caltrans	149	16W	Rt 70-Rt 99, 4-ln expway (grf,02STIP)(ext 2-02)(RIP)	Feb-04	Jun-03	7,100		0	7,100	0	0
RIP	Los Angeles	Los Angeles	loc	2861	LA St realignment at Alameda St (ext 6-01)	Feb-04	May-03	1,369	200,563	0	1,369	0	0
IIP	Los Angeles	Caltrans	rail	2002	DT junction to La Mirada, triple track (TCR #35)		Jun-03	5,000		0	5,000	0	0
RIP	Los Angeles	SGVCOG	gsep	2318	Alameda Corr East grade seps (SO)(TCR #54.1)		Jun-03	9,308		0	9,308	0	0
IIP	San Diego	NCTD	rail	2029	Oceanside parking structure (IIP)(TCR #123)		Jun-03	2,700		0	2,700	0	0
RIP	San Diego	NCTD	rail	2029	Oceanside parking structure (RIP)(S/O)(TCR #123)		Jun-03	1,300		0	1,300	0	0
IIP	San Diego	Caltrans	rail	7300	Del Mar Bluffs stabilization		Jun-03	754		0	754	0	0
IIP	San Joaquin	Caltrans	99	7673	Widen to 6 ln fwy, Rt 4-Hammer (02 STIP)(IIP)		Jun-03	16,724		0	#####	0	0
RIP	San Joaquin	Caltrans	99	7673	Widen, Rt 4-Hammer (RTIP)		Jun-03	5,233		0	5,233	0	0
RIP	San Joaquin	Caltrans	99	9841	Rt 99/Hammer Ln interchange (02 STIP)		Jun-03	2,921		0	2,921	0	0
RIP	San Luis Obispo	Arroyo Grande	loc	988	E. Grand Ave rehab (State only)		Jun-03	234		0	234	0	0
RIP	San Luis Obispo	San Luis Obispo	loc	1123	Los Osos Valley Rd landscaped medians, ph 2 (S/O)		Jun-03	150		0	138	0	12
RIP	San Luis Obispo	San Luis Obispo	loc	1125	Santa Barbara St, High-Roundhouse, widen (S/O)		Jun-03	285		250	0	0	35
RIP	San Mateo	BART	loc	1035	SFO Airport Bicycle Trail (SO)(02 STIP)		Jun-03	777		0	777	0	0
RIP	Stanislaus	StanCOG	mat	9951	RSTP/CMAQ/TEA match reserve		Jun-03	419		0	419	0	0
RIP	Tehama	Tehama County	loc	2189	Chipseal 38.05 mi various rds		Jun-03	361		0	361	0	0
RIP	Tulare	Tule River TC	loc	8686	Reservation Rd, Rt 190-Tule Riv Ind Res, improvs		Jun-03	334		0	334	0	0
RIP	Ventura	Ventura County	loc	7100	Lewis Rd/CSUCI access improvs (02 STIP)		Jun-03	18,222		0	18,222	0	0
								424,827					
<b>EXCLUDED: Projects Identified as Deliverable in FY 02-03 though Requiring TCRP Funds Not Yet Allocated:</b>													
IIP	Fresno	Caltrans	99	1530	Kingsburg-Selma 6-lane, Rt 201-Rt 43 (TCR #90)(02S-18)		May-03	35,465		0	#####	0	0
IIP	Riverside	Caltrans	60	33	HOV lanes, Rt 15-Valley Way (TCR #63)		Jun-03	9,785		0	9,785	0	0
RIP	Riverside	Caltrans	60	33	HOV lanes, Rt 15-Valley Way (RTIP)(TCR #63)		Jun-03	3,261		0	3,261	0	0
								48,511					
<b>EXCLUDED: Projects Identified for Delivery with Local Funds under AB 3090:</b>													
RIP	Los Angeles	LACMTA		9001	Planning, programming, and monitoring		Feb-03	3,837		0	3,837	0	0

185



DATE: April 1, 2003  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: Highway 12 SHOPP Program Update

**Background:**

Three State Route 12 safety projects are included in the 2002 State Highway Operations and Protection Program (2002 SHOPP). The three projects are located between Suisun City and Rio Vista. Two of the projects provide profile improvements and shoulder widening to correct safety deficiencies. The third project replaces the Round Hill Creek Bridge.

At the March 12<sup>th</sup> STA Board of Directors meeting, Board Member and Mayor of Rio Vista Marci Coglianese expressed concern that the State budget problems may jeopardize funding for these critical safety projects and requested STA staff to follow-up with Caltrans on their commitment to these projects.

**Discussion:**

The Round Hill Creek Bridge project is essentially complete with only minor punch list items remaining. The project was originally scheduled for completion in September 2003, but is well ahead of schedule.

The Scandia to Denverton project consists of roadway rehabilitation, profile improvement, shoulder widening and drainage improvements to correct safety deficiencies. Although this project has been delayed due to environmental studies for fairy shrimp, the environmental documents and project report are scheduled for completion in October 2004. Construction is scheduled for 2006-2008. The alignment has been slightly modified to reduce mitigation for the fairy shrimp habitat. The current cost estimate of \$11.5M is \$3M over the programmed amount of \$8.5M, but will be refined as the project is better defined during the design stage. This project is currently funded through the design stage and is ranked very high in District 4 for receiving SHOPP construction funds in FY 2005-06.

The Denverton to Currie project consists of an overlay, profile improvements, shoulder widening, a turn lane, intersection widening and drainage modification. This project has also been delayed due to environmental studies for fairy shrimp; however, the environmental documents and project report are also scheduled for completion in October 2004. Construction is scheduled in 2006-2008. The alignment has been slightly modified to reduce mitigation for the fairy shrimp habitat. The current cost estimate of \$25M for construction is programmed for FY 2005-06 SHOPP funds and is also ranked very high in District 4 for receiving the SHOPP construction funds when they are needed.

Although the current State financial problems will have major impacts on transportation, SHOPP projects have been given the highest priority for funding by the California Transportation Commission (CTC). The California Streets and Highways Code (Section 167) requires the preservation of existing highways (including safety improvements) to be the highest priority for funds from the State Highway Account.

In addition to the high ranking of these projects in District 4, the two projects on State Route 12 have also been included in the State's list of high priority SHOPP projects. Because of the high priority of these projects and the statutory requirement for the preservation of existing highways, full funding is anticipated for both projects in FY 2005-06.

**Recommendation:**  
Informational.



DATE: March 30, 2003  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: North Connector Scoping Meeting  
Draft Report

**Background:**

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.

The Environmental Phases for both the North Connector and the I-80/I-680/SR12 Interchange projects are currently underway. The Environmental Impact Study (EIS) for the North Connector is scheduled to be complete by the end of 2004. The EIS for the Interchange is not scheduled to be complete until 2006, due to the complexity of the project and the large amount of land that must be studied.

As an initial component of the environmental process, 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). The North Connector Environmental Scoping Meeting was held on March 6<sup>th</sup> at Nelda Mundy Elementary School in Fairfield. **The I-80/I-680/SR12 Interchange Environmental Scoping Meeting will be held on May 12, 2003 from 7:00-8:30 p.m. at Rodriguez High School.**

**Discussion:**

Over 2000 invitations were sent to residents and businesses in the area, property owners, homeowner's associations and public officials inviting them to the North Connector Environmental Scoping Meeting and Open House. Approximately 100 citizens attended the North Connector Environmental Scoping Meeting and the Transportation Open House that preceded the meeting.

Comments regarding both the meeting and open house and the information provided were positive. Comments specifically addressing the North Connector project stressed the need for improvements to I-80 to ensure that the North Connector does not become a "shortcut" around the interchange, the possibility of moving the truck scales outside the interchange, potential problems with noise and increased traffic near the Green Valley homes, the need for bicycle access on the North Connector and throughout the area, and the need to address

flooding problems in the area. A summary of comments from the meeting and provided after the meeting will be provided at the STA Board meeting.

As a means to provide as much information as possible to the public, a Transportation Open House was held in conjunction with the North Connector Environmental Scoping Meeting and will also be held in conjunction with the I-80/I-680/SR12 Interchange Environmental Scoping Meeting. Caltrans, STA and environmental consultants provided displays and information on the following projects:

- I-80/I-680/SR12 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
- Solano Bikeway Extension Feasibility Study.

Additionally, information on the Carquinez Bridge and Benicia-Martinez Bridge projects were also available. The goal of the Open House was to provide the public as much information as possible in one location. The public had the chance to ask questions of personnel from Caltrans, the STA, local agencies and project consultants.

**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. The Environmental Phase for the I-80/I-680/SR12 Interchange project is funded through a \$9,000,000 Traffic Congestion Relief Program (TCRP) grant from the State. STA is designated as the project manager for the environmental phases of both projects.

**Recommendation:**

Informational.

Attachments

- A. March 6, 2003 Meeting Announcement



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.*

**SCOPING MEETING 7:00 - 8:30 PM**

## 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.



**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.

## **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 modification 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.



MICHAEL DUNCAN  
 DIRECTOR OF PROJECTS  
 SOLANO TRANSPORTATION AUTHORITY  
 1 HARBOR CTR STE 130  
 SUISUN CITY CA 94585-2427

**Working with you to solve Solano County's Transportation Challenges**

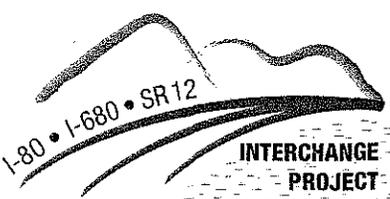
**You are invited to learn more about transportation projects planned in your community.**

**THURSDAY, MARCH 6 5:30 - 8:30 PM**

First Class Mail  
 US Postage  
 PAID  
 San Francisco, CA  
 Permit #11751

FEB 21 2003

**STA**  
 Solano Transportation Authority  
 One Harbor Center, Suite 130  
 Suisun City, CA 94585



**SR 12**  
**INTERCHANGE PROJECT**

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](http://www.solanolinks.com)

City of Fairfield  
[www.ci.fairfield.ca.us](http://www.ci.fairfield.ca.us)

Or contact Michael Duncan,  
 Director of Projects  
 Solano Transportation Authority  
 at 707.424.6075 or  
[mduncan@sta-snci.com](mailto:mduncan@sta-snci.com)



DATE: March 30, 2003  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Caltrans Park and Ride  
Joint Use Agreements

**Background:**

For several years, Caltrans has reduced their role in creating and maintaining Park and Ride (PNR) lots. However, Caltrans continues to provide insurance and maintenance for PNR lots through joint use agreements.

**Discussion:**

In Solano County there have been a number of Park and Ride Lots that have had capacity problems. Building additional PNR facilities takes time and funds that are becoming increasingly difficult to secure. One way to deal with the more immediate demand for PNR locations is to consider parking lots at shopping centers, churches, and other locations that are underutilized during weekday hours.

Caltrans Headquarters staff, Mike Gray, recently reiterated Caltrans support in this area and provided an update of their PNR Joint Use Agreement (see attached). With this, Caltrans provides insurance, maintenance, and signing for the parking lot spaces. If a jurisdiction is interested in pursuing such an agreement, the District 4 contact is Don Provost. The agreement offers maintenance and insurance coverage to the landowner and assurance to commuters that they can park and ride from that location as specified by signage. This arrangement also allows flexibility in the number of spaces to be provided for PNR purposes at any particular location.

**Recommendation:**

Information

Attachment:

- A. Standard Park and Ride Lease Agreement

## STANDARD PARK-AND-RIDE LEASE AGREEMENT

Note: Whenever possible, this exact format should be used for lease agreements. It has been approved by Caltrans Legal Division and any changes will require review for approval.

PARK-AND-RIDE LOT AGREEMENT NO. \_\_\_\_\_

THIS AGREEMENT, DATED \_\_\_\_\_ IS BETWEEN THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION, HEREINAFTER REFERRED TO AS "CALTRANS," AND \_\_\_\_\_, HEREINAFTER REFERRED TO AS "OWNER."

1. PURPOSE

The purpose of Agreement is to provide a portion of the Owner's premises as a staging area for persons interested in participating in carpools, vanpools, or other ridesharing vehicles.

2. PREMISES

Owner hereby licenses CALTRANS to use that portion of Owner's premises marked "Park-and-Ride" on attached map, marked "Exhibit A," and made an express part of this Agreement.

3. TERM

The term of this Agreement shall be from the beginning date hereof and terminate on \_\_\_\_\_. Either party may, however, terminate this Agreement by giving 30 days written notice to the other party of its intent to terminate.

4. USE OF THE PROPERTY

The specified "Park-and-Ride" staging area may be used as a parking lot by persons traveling in carpools or other ridesharing vehicles. CALTRANS will, at its own expense, place painted signs, with the Owner's advance approval, to designate the specified staging area.

5. ACCESS

CALTRANS may use the Owner's property surrounding the premises for vehicle and pedestrian access and circulation for persons in carpools.

6. MAINTENANCE

CALTRANS will provide reasonable maintenance for the designated staging area and improvements thereon. Owner agrees to notify CALTRANS promptly of defects in parking areas which could give rise to third party injury or damage, even though CALTRANS may make periodic inspections of the premises

7. GOVERNMENTAL CHARGES

CALTRANS will have no obligation to pay any taxes, assessments or governmental charges against the premises.

8. INSURANCE

CALTRANS will at all times during the term of this Agreement, take out and keep in force at its own expense, (a) public liability insurance to protect CALTRANS and Owner, their officers, agents and employees

against any liability to the public, incident to the use of, or resulting from, injury to, or death of, any person caused by or resulting from the installation, maintenance or use of said "Park-and-Ride" area in the amount of not less than \$5,000,000 to indemnify against the claim of one person and in the amount of not less than \$5,000,000 against the claims resulting from any one occurrence; (b) property damage liability insurance to protect CALTRANS and Owner, their officers, agents and employees against any liability for damage to property, caused by or resulting from the installation, maintenance, or use of said "Park-and-Ride" area in the amount of not less than \$5,000,000 for each occurrence.

9. STATE RESPONSIBILITY FOR PROPERTY DAMAGE TO ASSETS OF OWNER

CALTRANS assumes responsibility to correct any losses or damage to property of Owner caused (or resulting) from installation, maintenance, or use of Owner's property as a "Park-and-Ride" area to a limit of \$10,000 but not to exceed the amount to replace damaged property and materials with those of a like kind and quality.

OWNER:

STATE:

Approved

Approved

Approval Recommended

DISTRICT DIRECTOR

DEPARTMENT OF TRANSPORTATION

by \_\_\_\_\_  
Title \_\_\_\_\_

(Usually signed by the Deputy for  
Maintenance and Operations

Property Address

Number of Parking  
Stalls \_\_\_\_\_



DATE: March 18, 2003  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Route 30 Update

**Background:**

Rt. 30's restructured service, including the extension to Sacramento, began Monday, March 3, 2003. Some limited initial marketing has begun and the ridership monitored. With the new daily runs, the new service's operation is being evaluated for schedule refinement in April to improve the service. This would be followed with more extensive outreach to develop ridership.

**Discussion:**

Many of Rt. 30's initial riders became aware of the new service primarily through word of mouth, employer outreach and email information distribution. SNCI created email lists to keep riders and employer contacts informed of the details of the Rt. 30 service prior to and as the service was initiated. Marketing of the Rt. 30 extension to Sacramento has also included ads in the March edition of the Fairfield/Suisun Breeze, Vacaville Grapevine, and Dixon Round-up community newsletters. Information on the new service was presented to regional transit committees in the Bay Area and Sacramento. This initial outreach was quite positive.

Materials have been brought to recent events and will be brought to upcoming events planned in April. SolanoLinks brochures are being updated to highlight this new service. Inserts promoting Rt. 30 will be created for Dixon utility bill insertion and others if feasible. A press release will be distributed to local publications in April.

The key existing ridership base (UC Davis commuters) has been retained. Building the new additional key ridership base to downtown Sacramento has begun. Ridership figures will be presented at the STA Board meeting.

The service to Sacramento has received an extremely positive response from those who have already discovered and begun to use it. Many of these new riders are also willing partners in promoting the service and STA staff is working with them to maximize outreach. In addition, the response for Sacramento employers has been positive who the STA also expects to partner with to promote Rt. 30.

**Recommendation:**

Information



DATE: March 28, 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>
Active Living Policy and Environmental Studies (ALPES) Grant Program	Robert Wood Johnson Foundation at <a href="http://www.rwjf.org">www.rwjf.org</a>	May 16, 2003
Safe Routes to Schools Program (4 <sup>th</sup> 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 28, 2003



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*FUNDING OPPORTUNITY:*

**Active Living Policy and Environmental Studies Grant Program (ALPES)**

Final applications due May 16, 2003

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**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](http://www.rwjf.org). Preliminary proposals can be submitted online at [www.alpes.ws](http://www.alpes.ws).

**STA Contact Person:** Robert Guerrero, STA Associate Planner, (707) 424-6014

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*FUNDING OPPORTUNITY:*

**Safe Routes to Schools Program (4<sup>th</sup> Cycle)**

Applications Due: May 30, 2003

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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](http://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](mailto:rguerrero@STA-SNCI.com).

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*FUNDING OPPORTUNITY:*

**Regional Transportation Fund for Clean Air Program**

Applications Due June 28, 2003

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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](mailto:rguerrero@STA-SNCL.com).

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