



Solano Transportation Authority

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Suisun City, California 94585

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Members:

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

**MEETING NOTICE**

**July 9, 2003**

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

**5:30 P.M. Closed Session  
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. CLOSED SESSION:**

1. PERSONNEL CLOSED SESSION pursuant to California Government Code Section 54957 et seq.; Executive Director Performance Review.
2. LABOR NEGOTIATIONS CLOSED SESSION pursuant to California Government Code Section 54957.6 unrepresented employee.

**II. CALL TO ORDER – CONFIRM QUORUM**

Chair Spering

**III. PLEDGE OF ALLEGIANCE**

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

**V. OPPORTUNITY FOR PUBLIC COMMENT (6:05- 6:10 p.m.)**

Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act

(Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Kim Cassidy, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

**STA Board Members:**

Jim Spering, Chair <i>City of Suisun City</i>	Karin MacMillan, Vice Chair <i>City of Fairfield</i>	Pierre Bidou <i>City of Benicia</i>	Mary Ann Courville <i>City of Dixon</i>	Marci Coglianese <i>City of Rio Vista</i>	Len Augustine <i>City of Vacaville</i>	Dan Donahue <i>City of Vallejo</i>	John Silva <i>County of Solano</i>
Michael Segala	Harry Price	Dan Smith	Gil Vega	Ed Woodruff	Rischa Slade	Pete Rey	John Vasquez

VI. EXECUTIVE DIRECTOR'S REPORT (6:10-6:15 p.m.) – Pg 1 Daryl K. Halls

VII. COMMENTS/UPDATE FROM STAFF,  
CALTRANS AND MTC (6:15- 6:55 p.m.)

A. MTC Report

B. Caltrans Report Yader Bermudez

C. STA Report - The Future of Rail in Solano County Dan Christians

1. 3 commuter rail studies

2. Status of impact and proposed rail stations Project Sponsors

VIII. CONSENT CALENDAR

*Recommendation: Approve the following consent items in one motion*

*(Note: Items under consent calendar may be removed for separate discussion.*

*(6:55-7:00 p.m.) – Pg 11*

A. STA Board Minutes of June 11, 2003 Kim Cassidy

*Recommendation: Approve STA Board minutes of June 11, 2003.*

– Pg 13

B. Draft TAC Minutes of June 25, 2003 Kim Cassidy

*Recommendation: Receive and file. – Pg 19*

C. Cost of Living Adjustment for FY 2003/04 Daryl Halls

*Recommendation: Approve the following:*

1. A 2% cost of living adjustment (COLA) for STA staff for FY 2003/04 to be effective August 1, 2003.

2. A policy to assess consideration of future COLAs based on an average (1/3 each) of the Bay Area CPI, U.S. Cities CPI, and Western Urban CPI indexes.

– Pg 25

D. Contract Amendment #2 Charles O. Lamoree- STA Legal Counsel Daryl Halls

*Recommendation: Authorize the Executive Director to extend the Administrative Services Contract with Charles O. Lamoree to provide Legal Services for the STA for FY 2003/04 for an amount not to exceed \$90,000. – Pg 27*

E. Solano Comprehensive Transportation Plan Update- Selection of Consultant and Award of Contract Dan Christians

*Recommendation: Approve the following:*

1) The selection of Alta Planning/Korve Engineering/Pittman Associates to prepare the Solano Comprehensive Transportation Plan update; 2) Authorize the Executive Director to enter into a contract with the Alta/Korve consulting team for the CTP update for an amount not to exceed \$70,000. – Pg 29

**F. RFP and Scope of Work for the Countywide Pedestrian Plan (Phase 3c) and Pedestrian Advisory Committee** Robert Guerrero

Recommendation: Authorize the Executive Director to:

- 1) Distribute a Request for Proposals with the attached Preliminary Scope of Work for the Countywide Pedestrian Plan Phase 3c.
- 2) Create a Pedestrian Advisory Committee with a formalized membership and responsibilities as specified.

– Pg 31

**G. RFP for MTC Community Based Transportation Planning (CBTP) Study for Dixon and Cordelia/Fairfield** Elizabeth Richards

Recommendation: Authorize the Executive Director to release a RFP, select a consultant, and enter into a contract to conduct two CBTP studies for a total amount not-to-exceed \$25,000 in FY 03/04. (7:10-7:15 p.m.) – Pg 35

**IX. ACTION ITEMS - FINANCIAL**

**A. Proposed Intermodal Train Stations and Phase 2 of Oakland-Sacramento Commuter Rail Study** Dan Christians

Recommendation: Approve the following:

- 1) Accept the conclusions and recommendations of each of the three commuter rail studies;
- 2) Authorize \$25,000 of 2003/04 STA funds to participate in the Phase 2 Auburn-Sacramento-Oakland Integrated Rail Study (the follow-up work needed to further advance the recommendations of the Contra Costa-Solano and Dixon-Auburn Rail Studies);
- 3) Authorize the STA to negotiate and enter into an MOU with the Capitol Corridor and/or the partner counties of Contra Costa, Yolo, Sacramento and Placer Counties to complete the Phase 2 tasks for the proposed Auburn-Sacramento-Oakland commuter rail service and
- 4) Authorize the STA Chair to appoint two STA Board members, one to serve as STA's representative and the other as the alternate, on the proposed five-county Auburn-Sacramento-Oakland Regional Rail Steering Committee.

(7:00-7:10 p.m.) – Pg 37

**X. ACTION ITEMS – NON FINANCIAL**

**A. Solano Napa Commuter Information FY 03/04 Work Program** Elizabeth Richards

Recommendation: Approve SNCI program FY 03/04 Work Program.

(7:15-7:20 p.m.) – Pg 45

- B. FY 2003/04 TDA Distribution for Solano County** Mike Duncan  
*Recommendation: Approve the following:*  
1) *The attached TDA Matrix for the cities of Dixon, Fairfield, Vacaville, Vallejo and Solano County.*  
2) *Authorize the Executive Director to recommend to MTC approval of FY 2003-04 TDA claims by member agencies made in accordance with the approved TDA matrix.*  
(7:20-7:25 p.m.) – Pg 49

- C. I-80/I-680/I-780 Corridor Study - Near Term Projects** Mike Duncan  
*Recommendation: Authorize the Executive Director, on behalf of the STA Board of Directors, to request Caltrans District 4 and the Bay Area Toll Authority (BATA) to modify the Carquinez Bridge project to include a westbound High Occupancy Vehicle (HOV) lane from east of the I-80/SR 29 interchange and to provide advance informational signs for eastbound I-80 motorists to use the right lane on the Carquinez Bridge to exit to SR 29.*  
(7:25-7:30 p.m.) – Pg 53

- D. Legislative Update** Janice Sells  
*Recommendation: AB 1717 - Support. – Pg 57*

**XI. INFORMATION ITEMS (7:30-7:35 p.m.) – (No Discussion Necessary)**

- A. Highway Projects Status Report** Mike Duncan  
*Informational – Pg 79*
- B. 2005 RTP Update** Mike Duncan  
**1. Streets and Roads -Transit Funding Options**  
**2. MTC Performance Measures**  
*Informational – Pg 91*
- C. I-80/680/780 Transit Corridor Study Update** Dan Christians  
*Informational – Pg 103*
- D. Funding Opportunities** Robert Guerrero  
*Informational – Pg 105*

**XII. BOARD MEMBERS COMMENTS (7:35-7:40 p.m.)**

- A. Participation of Board Alternates at STA Board Meetings** Chair Spering

**XIII. ADJOURNMENT**

(Next meeting: September 10, 2003, Suisun City Hall)



MEMORANDUM

DATE: July 1, 2003  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – July 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.

**Future of Rail in Solano County Presentations \***

For members of the STA Board and public interested in rail, the first half of the STA Board meeting will feature an overview of the results of three distinctive commuter rail studies that have just recently been completed and status reports/presentations from the project sponsors for the Fairfield/Vacaville, Benicia and Dixon Rail/Intermodal Stations. Members of the STA Board, STA TAC, and the Transit Consortium have joined with STA staff and the various project consultants to complete the three commuter rail studies. The presentations will provide each member of the STA Board and the public with the opportunity to ask questions and become more familiar with each study, proposed station and the potential for future rail service in Solano County. In the near term, staff is recommending participating in the phase 2 study for the Oakland to Sacramento (Auburn) corridor in FY 2003/04. STA Board Chair Jim Spering has requested the Capitol Corridors Joint Powers Board (JPA) agendaize for their consideration the management of the phase 2 study.

**Regional Transportation Plan Underway**

On June 14<sup>th</sup>, the Metropolitan Transportation Commission (MTC) launched the kick-off of the 2005 Regional Transportation Plan (RTP) with a large event held at the Palace Hotel in San Francisco. Board Member Marci Coglianese and Board Alternate Harry Price joined Dan Christians and I in participating in this meeting. The event was attended by over 500 individuals, that included local elected officials, transportation staff, advocacy groups, and members of the public. On June 23<sup>rd</sup>, Coglianese and Price also represented the STA at a follow up MTC/CMA meeting to discuss the conclusions and input from the RTP kick-off event and the new MTC/CMA Transportation/Land Use Work Plans being prepared by each county.

**Corridor Study Identifies Near Term Projects**

The I-80/680/780 Corridor Study has identified a preliminary list of near term projects for the corridor. The study has identified one near term project opportunity on the I-80 corridor and adjacent to the Carquinez Bridge (see agenda item #X.C). Staff is recommending the Board

authorize the Executive Director to request Caltrans and the Bay Area Toll Authority consider adding this project as part of the Carquinez Bridge Project. Mike Duncan will provide an overview of the specific project and a brief overview of the other draft near term projects. A list of longer- term projects is currently underdevelopment and will be presented with a draft prioritization of the list of near term projects at the STA Board meeting in September.

**Annual SNCI Workplan for Board Review and Comment**

Elizabeth Richards has prepared for Board review and approval an updated work plan for the STA's SNCI program. She will prepare a similar work plan for the Board of the Napa County Transportation Planning Agency (NCTPA) to consider later this year.

**Board Review of Transit Development Act (TDA) Claims for FY 2003/04**

Mike Duncan has prepared a matrix that identifies the FY 2003/04 TDA distribution for Solano County. This matrix has been developed with the assistance of the STA TAC and Transit Consortium and will help assist STA and MTC staff in the processing of TDA claims through the Paratransit Coordinating Council (PCC) and MTC.

**Notification of Board Alternates to Ensure Agency Representation at STA Board Meetings**

At the June 11<sup>th</sup> Board meeting, STA Chair Jim Spring requested staff to agendize for Board discussion STA's policy and/ or process for notifying Board Alternates regarding their attendance at Board meetings during the absence of the Board Member. Currently, each Board Member is tasked with notifying their Alternate if they cannot attend a Board meeting. If STA staff is notified by the Board Member, then staff does contact the Board Alternate on their behalf.

**STA Staff Update**

In September, I am planning to agendize for Board approval an adjustment to the salary ranges for the Assistant Executive Director/Director of Planning and Director of Projects positions. Janice Sells, Program Manager/Analyst, has returned to work following her successful surgery. Sorel Klein, SNCI Commute Consultant, is having minor surgery and will be out of the office during the first two weeks of July. The STA is currently recruiting to fill the vacant SNCI Program Manager/Analyst position.

***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.*



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

July 2, 2003

To: Daryl Halls

Fm: Shaw / Yoder, Inc.

**RE: STATE UPDATE – BUDGET AND LEGISLATION**

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*2003-04 State Budget*

June 30th, the Constitutional deadline for the Legislature to pass a budget to the Governor, came and went with no State budget. Today begins the 2003-04 fiscal year. At this time, both parties appear entrenched in their ideological differences with regard to the best way to craft an acceptable and responsible spending plan. The Republicans insist on addressing the \$38.2 billion deficit without raising taxes. The Democrats believe the only equitable way to handle the deficit is through an approach that cuts costs and services, as well as raising taxes.

Despite the intransigence that has gripped the Capitol in recent weeks, the transportation component of the budget is beginning to take shape in the Senate, with buy-in from the Department of Finance. The components of that deal follow:

- \$188 million for Traffic Congestion Relief Program projects (\$157 million for projects and \$31 million for workload).
- \$100 million for the State Highway Account (\$18 million from reduced staff for TCRP projects and \$82 million from additional Proposition 42 revenues).
- Capture of the estimated \$87 million from the “spillover” of revenue to the Public Transportation Account for General Fund relief.
- \$0 for local streets and roads.

The Assembly transportation financing proposal is far more generous in that it would provide \$459 million to TCRP projects, and approximately \$200 million to be split between the State Transportation Improvement Program, local streets and roads and the Public Transportation Account. At this time, the Assembly is still holding firm in their commitment to transportation. We will keep staff apprised as more information is known.

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Fax: 916.446.4318  
1414 K Street, Suite 320  
Sacramento, CA 95814

***SB 916 (Perata)***

This bill is set for hearing in the Assembly Transportation Committee on July 7. We engaged your legislative delegation to include the STA on the steering committee for the development of a Bay Area Regional Plan, as contained in this legislation. The STA was amended into the bill and onto the rail plan on June 30. Shaw / Yoder, Inc. will continue to monitor the progress of this legislation and also work through Assemblymembers Wiggins and Wolk to ensure the Chair of the Assembly Transportation Committee understands the importance of this issue to the STA and that the STA is represented on the steering committee.

***Specially Requested Legislation***

The STA staff specially requested Shaw / Yoder, Inc. to provide analysis on AB 1717 (Committee on Transportation).

**AB 1717 (Committee on Transportation)** - This bill would, amongst many other provisions, provide for 5-year renewal terms applicable to the selection of an agency by the Capitol Corridor board to provide administrative support staff. Shaw / Yoder, Inc. has not been requested to engage this item on behalf of the STA. This bill is currently in the Senate Appropriations Committee. It does not yet have a hearing date.



The House Appropriations Committee set the funding level for the FY 2004 Transportation bill at \$27.5 billion, \$300 million less than last year's allocation.

Discussions with congressional staff suggest that funding for the 80/680 and Jepson projects will come via T3, while funding for the Fairfield/Vacaville Station and the Vallejo Station projects will come from the annual appropriations bill.

**June 2003 – Activities.**

- Track reauthorization activities in Congress and in the Administration – monitor Administration and congressional action on T3 legislation.
- Track congressional appropriations activities.
- Communications with congressional delegation regarding FY 2004 appropriations requests.
- Recommend communications with congressional offices in support of earmark requests.

**July 2003 – Action Items.**

- Track T3 Member Projects submission and T3 process.
- Track appropriations legislation and recommend STA communications with congressional offices when appropriate.
- Continue briefing key congressional staff regarding our T3 projects.

<i><b>Project</b></i>	<i><b>Request</b></i>	<i><b>Status</b></i>
Interstate 80 / 680 Interchange Project	T3 request \$50 million.  FY04 request \$50 million – highway construction.	T3 markups pending in House & Senate.  FY04 markup pending; could occur in July.
Vallejo Station	T3 request \$10 million.  FY04 \$10 million request – Transportation Appropriations – Ferry & Ferry Facilities Account.	T3 markups pending in House & Senate.  FY04 markup pending; could occur in July.
Jepson Parkway Project (I-80 Reliever Route)	T3 request \$23 million.  FY04 request \$23 million – Transportation Appropriations – highway construction.	T3 markups pending in House & Senate.  FY04 markup pending; could occur in July.
Fairfield – Vacaville Station	T3 request \$16 million.  FY04 \$4.8 million request – Transportation Appropriations – Bus & Bus Facilities Account.	T3 markups pending in House & Senate.  FY04 markup pending; could occur in July.

## STA MEETING SCHEDULE (For The Calendar Year 2003)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
July 18	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
August 7	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
August 15	12:00 p.m.	Alternative Modes	The Point	X
August 22	TBD	Alt. Modes Subcommittee	STA Conference Room	X
August 27	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
August 27	1:30 p.m.	Technical 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
Sept. 29	9:00 a.m.	Transit Subcommittee	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. 14	TBD	Alt. Modes Subcommittee	STA Conference Room	X
Nov. 21	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Nov. 24	9:00 a.m.	Transit Subcommittee	STA Conference Room	X
Dec. 4	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Dec. 5	TBD	Alt. Modes Subcommittee	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

**Solano Transportation Authority**  
**Acronyms List**  
*Updated 5/07/03*

ABAG	Association of Bay Area Governments	ISTEA	Intermodal Surface Transportation Efficiency Act
ADA	Americans with Disabilities Act		
APDE	Advanced Project Development Element (STIP)	ITIP	Interregional Transportation Improvement Program
AQMP	Air Quality Management Plan	ITS	Intelligent Transportation System
BAAQMD	Bay Area Air Quality Management District	JARC	Jobs Access Reverse Commute
BAC	Bicycle Advisory Committee	JPA	Joint Powers Agreement
BCDC	Bay Conservation and Development Commission	LTA	Local Transportation Authority
		LEV	Low Emission Vehicle
CALTRANS	California Department of Transportation	LIFT	Low Income Flexible Transportation
		LOS	Level of Service
CEQA	California Environmental Quality Act	LTF	Local Transportation Funds
CARB	California Air Resource Board		
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		
CMP	Congestion Management Program	MTS	Metropolitan Transportation System
CNG	Compressed Natural Gas	NEPA	National Environmental Policy Act
CTA	County Transportation Authority	NCTPA	Napa County Transportation Planning Agency
CTC	California Transportation Commission		
CTEP	County Transportation Expenditure Plan	NHS	National Highway System
CTP	Comprehensive Transportation Plan	OTS	Office of Traffic Safety
DBE	Disadvantage Business Enterprise	PCC	Paratransit Coordinating Council
DOT	Federal Department of Transportation	PCRP	Planning and Congestion Relief Program
EIR	Environmental Impact Report	PDS	Project Development Support
EIS	Environmental Impact Statement	PDT	Project Delivery Team
EPA	Federal Environmental Protection Agency	PMP	Pavement Management Program
		PMS	Pavement Management System
		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



DATE: July 1, 2003  
TO: STA Board  
FROM: Kim Cassidy, Clerk of the Board  
RE: CONSENT CALENDAR (Any consent calendar item may be pulled for discussion)

**Recommendation:**

The STA Board approve the following attached consent items:

- A. STA Board Minutes of June 11, 2003.
- B. Draft TAC Minutes of June 25, 2003.
- C. Cost of Living Adjustment for FY 2003/04.
- D. Contract Amendment #2 Charles O. Lamoree - STA Legal Counsel.
- E. Confirm Selection of Comprehensive Transportation Plan - CTP Consultant.
- F. RFP and Scope of Work for the Countywide Pedestrian Plan (Phase 3x) and Pedestrian Advisory Committee.
- G. RFP for Community Based Transportation Planning (CBTP) Study for Dixon and Cordelia/Fairfield.



**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of Meeting of**  
**June 11, 2003**

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

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

**MEMBERS**

**PRESENT:**

Jim Sperring (Chair)	City of Suisun City
Karin MacMillan (Vice Chair)	City of Fairfield
Mary Ann Courville	City of Dixon
Marci Coglianesse	City of Rio Vista
Len Augustine	City of Vacaville
Dan Donahue	City of Vallejo
John Vasquez (Member Alternate)	County of Solano

**MEMBERS**

**ABSENT:**

Pierre Bidou	City of Benicia
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**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
Robert Guerrero	STA Associate Planner

**ALSO**

**PRESENT:**

Morrie Barr	City of Fairfield
Gary Cullen	City of Suisun City
Gian Aggarwal	City of Vacaville
Gary Leach	City of Vallejo
Bernice Kaylin	League of Women Voters

## **INTRODUCTION AND SWEARING-IN OF NEW STA BOARD MEMBERS**

John Vasquez, Supervisor, County of Solano, was sworn in as an STA Board member alternate representing Solano County.

### **IV. APPROVAL OF AGENDA**

On a motion by Member Donahue, and a second by Member Coglianesse, the STA Board unanimously approved the agenda with the addition of: supplemental Agenda Item VIII.C, (FY 2002/03 Budget – 3<sup>rd</sup> Quarter Status Report and Proposed Budget Amendment), Agenda Item VIII.M (Letter of Support for the City of Fairfield's Application for the Safe Routes To School Program) and Agenda Item X.C (Authorize Request to MTC for Assistance Allocating PPM and STIP/STP Swap Funds).

### **V. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

### **VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following items:

- Update to FY 2003/04 Budget.
- Key Federal Elected Officials for SAFETEA Travel to Solano County.
- Three Versions of SAFETEA.
- Statewide Signatures Arrive in Sacramento for 55% Vote.
- We Need to Know What You Need to Update CTP.
- MTC's 2005 RTP to Kick off on June 14th.
- \$3 Bridge Toll Legislation Clears State Senate.
- The Future of Rail in Solano on Tap in July.

### **VII. COMMENTS/UPDATE FROM STAFF, CALTRANS, AND MTC**

#### **A. MTC Report**

Chair Spering noted that Member Coglianesse and Member Alternate Price will represent the STA at the RTP kickoff event scheduled Saturday, June 14<sup>th</sup> at the Palace Hotel in San Francisco.

#### **B. Caltrans Report**

None reported.

#### **C. Comprehensive Transportation Plan Presentation**

Dan Christians reviewed the Comprehensive Transportation Plan elements, format, schedule, projects and costs. He identified committed funds, Track 1 funds, major proposed tasks, meeting schedules and public outreach meetings.

## VIII. CONSENT CALENDAR

On a motion by Member Donahue, and a second by Member Courville, the following consent items were approved in one motion with the exception of Agenda Item VIII.C (FY 2002/2003 Budget-3<sup>rd</sup> Quarter Status Report and Proposed Amendment, which was removed for separate discussion.

- A. Approve STA Board Minutes of May 14, 2003**  
Recommendation: Approve STA Board Minutes of May 14, 2003.
- B. Draft TAC Minutes of May 28, 2003**  
Recommendation: Receive and file.
- D. Contract Amendment #8 to City of Vacaville for Administrative Services**  
Recommendation: Authorize the Executive Director to extend the Administrative Services contract with the City of Vacaville for Accounting and Personnel Services for FY 2003/04 for an amount not to exceed \$38,000.
- E. Revision to STA Accounting Policies and Procedures for Funds/Grants Management**  
Recommendation: Adopt the Grants/Funds Management procedures specified in Attachment A and authorize the Executive Director to incorporate Attachment A into the STA Accounting Policies and Procedures Manual.
- F. Acceptance of Caltrans Community Based Transportation Planning Grant (\$60,000) for the Countywide Pedestrian/Trails Plan (Phase 3c)**  
Recommendation: Approve a resolution authorizing the Executive Director to accept a \$60,000 Community Based Transportation Planning Grant from Caltrans for the Countywide Pedestrian/Trails Plan Phase 3c..
- G. Selection of Consultant and Contract for 2003 Senior and Disabled Transit Study**  
Recommendation: Authorize the STA Executive Director to negotiate a contract and finalize the scope of work with Nelson/Nygaard Transportation Consultants for the Senior and Disabled Transit Study for an amount not to exceed \$85,000.
- H. Reprogramming City of Fairfield 2002 STIP Funds to the 2004 STIP**  
Recommendation: Authorize the Executive Director to reprogram \$158,000 in 2002 STIP funds to the 2004 STIP for a project to be identified by the City of Fairfield.
- I. STA Letter of Support for the City of Suisun City's Application for the Safe Routes to Schools Program**  
Recommendation: Authorize the Executive Director to forward a letter of support for the City of Suisun City's Safe Routes To Schools application.
- J. Approval of Specified Management Incentives for STA Management Staff and Exempt Employees Job Classifications.**  
Recommendation: Approve the following amendments to the STA's benefits beginning in FY 2003/04:  
  1. A monthly mileage allowance for department directors of \$200 per month, and
  2. Administrative leave of 80 hours per year for department directors and 40 hours per year for other exempt employees.

**K. Legislative Report**

Information:

**L. Collison Engineering Contract Amendment #1 for STIP-TAP Project Monitoring Services**

Recommendation: By simple motion, to extend the retainer agreement with Liebert, Cassidy and Whitmore of the provision of specialized legal services related to public sector labor and employment law and allocate \$10,000 to the budget for these services.

**M. Letter of Support for the City of Fairfield's Application for the Safe Routes To School Program**

Recommendation: Authorize the Executive Director to forward a letter of support for the City of Fairfield's Safe Routes to School application.

**C. FY 2002/2003 Budget-3<sup>rd</sup> Quarter Status Report and Proposed Amendment**

Recommendation: Approve the following:

- 1) Receive and file the FY 2002/03 Budget – 3<sup>rd</sup> Quarter Status Report and 2. Amendment to FY 2002/03 Budget as specified in Attachment B.

On a motion by Vice Chair MacMillan, and a second by Member Donahue, Agenda Item VIII.C was approved.

**IX. ACTION ITEMS: FINANCIAL**

**A. FY 2003/2004 Proposed Budget**

Daryl Halls reviewed the FY 03/04 budget amendment fund sheets, operating costs and projects being funded within the agency. Each department director provided a department overview of the STA and the FY ¾ budget.

Chair Spring discussed the historical background of Gas Tax and TDA claims and the impact on STA's core operations. Chair Spring requested this topic be agendaized at a future meeting for future discussion. Member Augustine noted that he prefers a budget based on need.

Recommendation: Approve the following recommendation:

1. Adopt the proposed revised FY 2003-04 budget as specified in attachment A.
2. FY 2003-04 gas tax contributions and TDA claim estimates as specified in attachment C and authorize Executive Director to forward to STA's member agencies.

On a motion by Member MacMillan, and a second by Member Coglianese, the Board unanimously approved this recommendation.

**B. Solano Comprehensive Transportation Plan Technical Update – RFP, Budget and Scope of Work**

Dan Christians discussed additional priorities for updating the CTP. He noted the plan will update additional projects and plans currently in process.

He commented that each member agency will be requested to submit their updated needs assessments by September 15<sup>th</sup>.

Recommendation: Authorize the Executive Director to: 1) Release an RFP; 2) Select a consultant team and 3.) Enter into a contract to prepare a technical update to the Solano Comprehensive Transportation Plan based on the preliminary Scope of Work (Attachment A) and schedule, not to exceed \$70,000.

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

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

**A. Local Streets and Roads Needs Update**

Mike Duncan discussed MTC's methodology to identify actual capital shortfall for local streets and roads and transit for the Bay Area and the determination that the methodology was flawed producing results implying a significant surplus for streets and roads.

Recommendation: Authorize the Executive Director, on behalf of the STA Board of Directors, to request that MTC develop a policy to support 100% of the Preventive Maintenance Shortfall for Streets and Roads and to provide an equitable distribution of RTP Track 1 revenue between Streets and Roads needs and Transit needs in the 2005 Regional Transportation Plan.

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

**B. MTC/STA Transportation Land Use Work Plan for FY 2003/04, 2004/05 and 2005/06**

Dan Christians highlighted a draft of the MTC/STA Transportation Land Use Work Plan for FY 2003-04, FY 2004/05 and FY 2005/06.

Recommendation: 1. Approve the attached proposed MTC/STA-Transportation/Land Use Work Plan for FY 2003/04, 2004/05 and 2005/06; and 2. Authorize the Executive Director to forward the Work Plan to MTC for incorporating into the 2003/04 – 2005-06 Interagency agreement for STP Planning funds.

On a motion by Member Coglianesse, and a second by Member Courville, the Board unanimously approved this recommendation.

**C. Authorize Request to MTC for Assistance Allocating PPM and STIP/STP Swap Funds**

Daryl Halls reviewed a request for the STA Board to authorize a letter be sent to MTC requesting they provide a vehicle for the STA to allocate PPM funds as part of the FY 2003-04 and FY 2004-05 STP, CMAQ and TEA First Cycle Program.

Recommendation: Authorize the Executive Director to forward a letter to the Metropolitan Transportation Commission requesting a vehicle to provide STA with additional STIP PPM funds needed as part of the FY 2003-04 and FY 2004-05 STP, CMAQ and TEA First Cycle Program.

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

**XI. INFORMATION ITEMS: No Discussion Necessary**

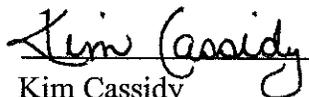
- A. SNCI Program Information Update
- B. Funding Opportunities Summary

**XII. BOARD MEMBER COMMENTS**

**XIII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:33 p.m. The next regular meeting is scheduled for July 9, 2003 at 6:00 p.m. at Suisun City Hall.

Respectfully submitted,

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

7-3-03  
\_\_\_\_\_  
Date:



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**June 25, 2003**

**1. CALL TO ORDER**

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

Present:

TAC Members Present:

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
Charlie Jones, Jr.	County of Solano

Others Present:

Morrie Barr	City of Fairfield
Kevin Daughton	City of Fairfield
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA
Kim Cassidy	STA
Janice Sells	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Johanna Masielat	STA
Cameron Oakes	Caltrans
Craig Goldblatt	MTC

**II. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

Caltrans – None presented.

MTC – Craig Goldblatt provided an update of Local Assistance Delivery update as of May 31, 2003.

STA – Jennifer Tongson stated that at the July 18, 2003 PCC meeting TDA claims will be reviewed before processing.

On a motion by Dave Melilli, and a second by Mark Akaba, the STA TAC approved the agenda with the addition of Agenda Item V.F (RFP for MTC Community Based Transportation Planning (CBTP) Study for Dixon and Cordelia)

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

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

Recommendation:

- A. Approve minutes of May 28, 2003
- B. Funding Opportunities
- C. Updated STA Meeting Schedule for 2003

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

##### **A. Solano Napa Commuter Information FY 03/04 Work Program**

Elizabeth Richards reviewed the main funding sources, grants received, and proposed changes and highlights for the SNCI FY 03/04 work program.

Recommendation: Approve SNCI's FY 03/04 Work Program.

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

##### **B. RFP and Scope of Work for the Countywide Pedestrian Plan (Phase 3c) and Pedestrian Advisory Committee**

Dan Christians identified guidelines developed in the Scope of Work and the proposal to form the Pedestrian Advisory Committee (PAC) to replace the TRAC by including existing public members along with additional citizen representatives for each member agency.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Distribute a Request for Proposals with the attached Preliminary Scope of Work for the Countywide Pedestrian Plan Phase 3c.

2. Create a Pedestrian Advisory Committee with a formalized membership and responsibilities as proposed above.

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

**C. Update on Commuter Rail Studies and Proposed New Intermodal Train Stations**

Dan Christians highlighted details and recommendations for three of the Commuter Rail Studies. He provided an update of the short-term rail study options, travel patterns, rider ship growth opportunities, annual operating costs, next steps and options for each study. A status report was presented for each rail station.

Recommendation: Forward a recommendation to the STA Board to:

1. Accept the conclusions and recommendations of each of the three rail studies.
2. Authorize up to \$25,000 of 2003/04 STA funds to participate in the Auburn-Oakland Integrated Rail Study (the follow-up to the prior Contra Costa-Solano and Dixon-Auburn Rail Studies).

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

**D. FY 2003/04 TDA Distribution for Solano County**

Mike Duncan reviewed the FY 2003-04 TDA Revenue Estimate for each Solano County agency, the total funds available for allocation, and the data provided by member agencies and STA. He explained that the composite TDA matrix is used to assist STA and consensus is required for services funded by multiple agencies.

Recommendation:

1. Approve, by Agency, the attached TDA Matrix for Solano County.
2. Recommend to the STA Board to approve the attached TDA Matrix for Solano County.
3. Recommend to the STA Board to authorize the Executive Director to recommend to MTC approval of FY 2003-04 TDA claims by member agencies made in accordance with the TDA matrix for Dixon, Fairfield, Vacaville, Vallejo and Solano County.

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

**E. I-80/I-680/I-780 Corridor Study Near Term Projects**

Mike Duncan summarized the criteria for the Operational Strategy which will be developed to provide analysis of the freeway corridor, provide congestion relief to congested areas of the corridor and create a project list for the entire corridor. He provided a review of the Draft Near Term Projects list that will serve as a guide on spending of limited funds for corridor improvements.

Recommendation: Recommend to the STA Board to request Caltrans District 4 and the Bay Area Toll Authority (BATA) to modify the Carquinez Bridge project to include a westbound High Occupancy Vehicle (HOV) lane from the bridge to 500 meters east of the I-80/SR29 interchange and to provide advance informational signs for eastbound I-80 motorists to use the right lane on the Carquinez Bridge to exit to SR 29.

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

**F. RFP for MTC Community Based Transportation Planning (CBTP) Study for Dixon and Cordelia**

Elizabeth Richards reviewed MTC's adopted guidelines for the Community Based Transportation Planning (CBTP) program including: 1) identify and confirm transportation gaps in low-income communities and 2) develop solutions to mitigate these gaps. She noted the three areas identified to be studied and the consultant process for the studies.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to release a RFP, select a consultant, negotiate and enter into a contract to conduct two CBTP studies in an amount not-to-exceed \$25,000 in FY ¾.

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

**VI. INFORMATION ITEMS**

**A. Highway Projects Status Report**

Mike Duncan provided a Highway Projects Status Report for Solano County projects funded from Federal, State and local fund sources.

**B. Proposed 2005 RTP Streets and Roads/Transit Funding Options**

Mike Duncan reviewed the history of the Task Force established, by the Bay Area Partnership, to develop a methodology to identify actual funding shortfalls for local streets and roads and Bay Area transit for the next 25 years. He provided an update of the Task Force developments, proposed policy recommendations and cost estimates for policy options.

**C. STAF Program**

Mike Duncan provided a summary of the STAF program and use of STAF funds for transit projects and programs.

**D. I-80/680/780 Transit Corridor Study Update**

Dan Christians summarized Working Paper 1 of the I-80/680/780 Transit Corridor Study.

**E. MTC Performance Measures for 2005 RTP**

Dan Christians reviewed performance measures approved by MTC's Planning and

Operations Committee on June 13, 2003.

- F. Solano Comprehensive Transportation Plan Updated Needs Assessment**  
Dan Christians reviewed the 2002 CTP Needs Assessment submitted by the member agencies and the three elements of the CTP including: Arterials, Highways and Freeways, Intercity Transit and Alternative Modes to be included in the 2004 Comprehensive Transportation Plan updated Needs Assessment.
- G. 2003 Solano Congestion Management Program**  
Dan Christians provided an update of the member agency transit information and LOS counts due to MTC by September 30, 2003.
- H. Legislative Update**  
Dan Christians provided an overview of the updated Legislative Matrix and summary of new legislative activity.

## **VII. ADJOURNMENT**

The meeting was adjourned at approximately 3:41 p.m. The next meeting is scheduled for Wednesday, August 27, 2003 at 1:30 p.m.



DATE: July 1, 2003  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Cost of Living Adjustment for FY 2003/04

**Background**

The STA has a small, fulltime staff of 14 that supports and implements the policy direction of the STA Board and provides support to its eight member agencies. On June 11, 2003, the STA Board adopted an amendment to the FY 2003/04 budget (the second year of a two year budget). This amended budget included updated STA's revenues and expenditures for FY 2003/04 and adequate funding (\$36,997) for a 3% cost of living adjustment (COLA) for STA staff in FY 2003/04. Historically, the STA Board has approved COLAs on an annual basis with the Executive Director providing a recommendation consistent with the Bay Area Consumer Price Index (CPI). This year, staff compared the Bay Area CPI with two other indexes, the U.S. City CPI and the Western Urban CPI. Since 1997, the Bay Area CPI has increased at a much higher rate than the other two indexes. Several years ago, the City of Fairfield converted to an average of the three CPI indexes to provide a better balance and more modest index for future financial planning. An average of the three indexes reveal a 2.1% increase.

**Discussion**

Based on the most recent CPI figures available and the STA's available resources, the Executive Committee is recommending the STA Board approve a 2% COLA adjustment for FY 2003/04. This will result in a 1% budget savings for the STA's operating fund. In addition, I am recommending that the STA formally utilize an average of the three indexes as the basis for consideration of future COLAs.

**Fiscal Impact**

The fiscal impact for providing a 2% cost of living adjustment (COLA) in FY 2003/04 is \$28,328. This adjustment is 1% less than the amount approved in the STA budget and will result in a total savings of \$14,164 for the STA's operating section of the budget. This additional operational cost has been incorporated into the operating section of the STA budget and is funded through a combination of gas tax, TDA, CMP planning, STIP PPM, STAF, and project development funds. The impact on the STA's General Fund is \$22,467. The additional operational cost for SNCI program funded staff is \$5,861 and will be covered by regional rideshare and TFCA funds.

**Recommendation**

Approve the following:

1. A 2% cost of living adjustment (COLA) for STA staff for FY 2003/04 to be effective August 1, 2003.
2. A policy to assess future COLAs based on an average (1/3 each) of the Bay Area CPI, U.S. Cities CPI, and Western Urban CPI indexes.

Attachments: To be provided under separate cover



DATE: July 1, 2003  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Contract Amendment #2 Charles O. Lamoree-  
STA Legal Counsel

**Background:**

Chuck Lamoree has served as the STA's Legal Counsel since 1996, the year the STA separated from the County of Solano and became a separately staffed agency. Initially, he served in this role while serving as the City of Attorney for the City of Vacaville. In June of 2002, Charles O. Lamoree retired as Vacaville's City of Attorney and on June 12, 2002, the STA Board retaining Mr. Lamoree as the STA's Legal Counsel through a consultant services contract. This contract was approved for FY 2002/03, for an amount not to exceed \$90,000, with an option for a one-year renewal. In addition to Mr. Lamoree, the STA has maintained a provision in the Administrative Services contract with Vacaville to provide on call legal services in the event that Mr. Lamoree is on vacation or is ill. The STA also has a small contract with Liebert, Cassidy, Whitmore for specialized legal services pertaining to employer/employee matters.

**Discussion:**

The past four years, the STA's legal services workload has increased significantly as the volume and range of the agency's priority projects has increased. The contractual arrangement with Charles O. Lamoree has provided the STA with dedicated, experienced and consistent legal services an average of two days a week. This arrangement has worked well and helped ensure that the agency proactively develops, reviews and processes legal documents and agreements on a timely basis.

Mr. Lamoree's experience, expertise and familiarity with the STA's legal issues has served the STA well this past fiscal year. Staff recommends extending the contract with Charles O. Lamoree for legal services for FY 2003/04 an amount not to exceed \$90,000.

**Fiscal Impact:**

The fiscal impact for this legal consultant services contract is \$90,000. This amount of funding has been budgeted for in the services section of the STA's FY 2003/04 operating budget.

**Recommendation:**

Authorize the Executive Director to extend the Administrative Services Contract with Charles O. Lamoree to provide Legal Services for the STA for FY 2003/04 for an amount not to exceed \$90,000.



DATE: July 2, 2003, 2003  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director-Director of Planning  
RE: Solano Comprehensive Transportation Plan Update --  
Selection of Consultant and Award of Contract

**Background:**

On June 11, 2003, the STA Board authorized the Executive Director to release an RFP, select a consultant team and enter into a contract to prepare an update to the Solano Comprehensive Transportation Plan. Since then an RFP was prepared and released, two proposals were received and a three member screening committee reviewed the two responses.

**Discussion:**

The two proposals submitted for this contract were from the following firms/teams:

- Alta Planning/Korve Engineering/Pittman Associates
- Landpeople/DKS Associates

The screening committee determined that the Alta Planning/Korve Engineering/Pittman Associates team proposal fully responded to all the required tasks in the RFP. The committee determined that Landpeople/DKS Associates proposal only responded to two of the required tasks and, therefore, was rejected from further consideration. Therefore, the committee recommended that the contract be awarded to the Alta consultant team.

**Fiscal Impact**

This CTP technical update is to be funded with approximately \$50,000 of federal TLC STP-planning funds and \$20,000 of TDA Article 3 (bicycle and pedestrian plan funds), as included in the 2003-04 STA budget.

**Recommendation:** Approve the following:

1.) The selection of Alta Planning/Korve Engineering/Pittman Associates to prepare the Solano Comprehensive Transportation Plan update; 2.) Authorize the Executive Director to enter into a contract with the Alta/Korve consulting team for the CTP update for an amount not to exceed \$70,000.



DATE: July 2, 2003  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: RFP and Scope of Work for the Countywide  
Pedestrian Plan (Phase 3c) and Pedestrian Advisory  
Committee

**Background:**

In May 2002, the STA Board approved the Solano Countywide Pedestrian Plan (Phase 1) which focused both on rural and urban Solano County regional trails. The plan consisted of an analysis of existing pedestrian plans in the county from various agencies and organizations, the status of existing pedestrian (including detailed maps of regional trails), and pedestrian policies and guidelines.

The STA then initiated separate, but related phases of the Countywide Pedestrian Plan. Phase 2 consists of a feasibility study for a segment of Bay Trail that extends along the Carquinez Strait between the cities of Benicia and Vallejo. Phase 3 consists of two separate components, a and b. Phase 3a is the "Transportation and Land Use Toolkit" prepared for the joint STA/Yolo Solano Air Quality Management District (YSAQMD) Land Use Conference on April 11, 2003. Phase 3b is a focused study on the Bay Trail alignments in the cities of Benicia and Vallejo and portions of Solano County. Phase 2 and Phase 3 are scheduled for completion by August 31, 2003. Both phases are proposed to be summarized and incorporated by reference into the overall Countywide Pedestrian Plan.

In 2001, the STA Board also formed an advisory committee called the Trails Advisory Committee (TRAC) to assist in the development of the Countywide Pedestrian Plan. The TRAC is an informal group of trail enthusiasts, agricultural property representatives, staff from member agencies, and trail organizations such as the Bay and Ridge Trail. The TRAC represented groups with a more rural and recreational focus to the trail planning effort.

At the last STA Board meeting (June 11, 2003), a Caltrans Community Based Transportation Grant for the Countywide Pedestrian Plan Phase 3c for \$60,000 was accepted. Phase 3c is proposed to be the final document for the Countywide Pedestrian Plan, which will be a culmination of all prior phases and will include prioritized pedestrian paths and trail recommendations.

**Discussion:**

STA staff proposes to distribute a Request for Proposal (RFP) with the attached scope of work

for a Transportation Planning Consultant to complete Phase 3c (see attachment). Phase 3c is proposed to begin in September 2003 and would be completed by April 2004. Based on the Caltrans grant award guidelines, the consultant's budget for Phase 3c must not exceed \$51,000 to complete this project. The remaining \$9,000 will be allocated to the STA for administering the project.

The proposed RFP will be distributed immediately upon approval by the STA Board with a deadline for submittal in August. A consultant selection panel will be formed (depending on the number of proposals received) with the intent to hold consultant interviews shortly after the RFP submittal deadline. STA staff will then have a consultant selection recommendation by the September 10 STA Board meeting.

STA staff also proposes to create a Pedestrian Advisory Committee (PAC) to replace the TRAC by including the existing public members of the TRAC along with additional citizen representatives for each of the STA member agencies. In addition to the Countywide Trails Plan the PAC's responsibilities are proposed to include:

- Participate in TLC type project development and funding
- Support projects for the Safe Routes to School Program
- Pedestrian safety
- Pedestrian Path planning

The PAC will be expected to function similar to the STA's Bicycle Advisory Committee and Paratransit Coordinating Council, except the PAC will make recommendations pertinent to pedestrian oriented projects and will meet regularly at least on a quarterly basis.

Membership for the PAC is proposed to include former TRAC members, regional trails/ pedestrian organizations, and Community College participants. The committee membership is expected to reflect the following list of representatives:

- (8) Citizen members nominated by each city and the County of Solano
- (1) Solano County Agricultural/ Farmers Group
- (1) Solano Community College
- (1) Bay Trail
- (1) Ridge Trail
- (1) Tri-City
- (1) Solano Land Trust
- (1) Pedestrian Path User (Member-at-Large)

All potential PAC members will be nominated by their respective agency, City Council, or County Board of Supervisors and will be appointed by the STA Board. The Pedestrian Path User will function as a member-at-large position for which the STA Board will nominate and appoint.

On June 26, 2003, both the STA TAC and the SolanoLinks Transit Consortium unanimously forwarded recommendations of support to the STA Board to release an RFP with the attached Preliminary Scope of Work to prepare this Countywide Pedestrian Plan (Phase 3c) and to form a Pedestrian Advisory Committee.

**Fiscal Impact:**

None to the STA General Operations fund. Countywide Pedestrian Plan Phase 3c will be funded from a Caltrans Community Based Transportation Planning Grant.

**Recommendations:**

Authorize the Executive Director to:

1. Distribute a Request for Proposals with the attached Preliminary Scope of Work for the Countywide Pedestrian Plan Phase 3c.
2. Create a Pedestrian Advisory Committee with a formalized membership and responsibilities as specified.

Attachment:

- A. Countywide Pedestrian Plan Phase 3c Preliminary Scope of Service

## **COUNTYWIDE PEDESTRIAN PLAN (PHASE 3C)**

### **Preliminary Scope Of Service**

The STA intends to retain a qualified and committed professional planning firm/team to work with the STA's proposed Pedestrian Advisory Committee, Alternative Modes Subcommittee, and Technical Advisory Committee to complete the Countywide Pedestrian Plan (Phase 3c).

#### Final Report

Phase 3c consist of the following elements:

- Any major updates to the prior Countywide Pedestrian Plan phases
- Analysis of pedestrian/ trail needs (including criteria for prioritization)
- A phasing plan with cost estimates, funding and maintenance implementation strategies, and cost effective methods to implement the Countywide Pedestrian Plan and all its phases over 20 years.
- A more detailed pedestrian safety and design component which builds on the Transportation and Land Use Toolkit (Phase 3a) and the STA's TLC Plan for each community/city downtown or TLC project that is being developed as part of the Comprehensive Transportation Plan Update (report due in October 2003).
- Development of high quality GIS maps illustrating pedestrian/trail phasing recommendations
- Create illustrations demonstrating design and safety guidelines

#### Project Management

The selected consultant will be expected to:

- Work with STA staff to prepare a detailed project schedule that includes a critical path to complete Phase 3c by April 2004
- Prepare Power Point presentations for the STA's various committees
- Meet with the STA's Alternative Modes Subcommittee, STA Board and Technical Advisory Committee at least once
- Meet with the Pedestrian Advisory Committee at least twice

#### Public Outreach

The selected consultant will be expected to:

- Conduct at least two public input meetings; one in Northern Solano County and one in Southern Solano County. Each public meeting should have Power Point and pedestrian/ trails maps for presentation purposes.



DATE: July 1 , 2003  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: RFP for MTC Community Based Transportation Planning (CBTP)  
Study for Dixon and Cordelia/Fairfield

**Background:**

In October 2002, the Metropolitan Transportation Commission (MTC) adopted guidelines for their Community Based Transportation Planning (CBTP) program which 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 that emerged from the regional Lifeline Transportation Network Report and the Environmental Justice Report, which were both adopted with the 2001 Regional Transportation Plan (RTP) update.

MTC supports advancing the CBTP program by implementing a pilot program which included a Solano County community 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. Transportation projects resulting from this community based planning effort are likely to be eligible for upcoming Low Income Flexible Transportation (LIFT) funding cycles.

**Discussion:**

In Solano County, the three areas to be studied that have been identified through MTC's process are Dixon, Cordelia (the unincorporated areas of Cordelia), and Vallejo. Dixon is the first area to be studied as it is part of the pilot project and the target completion date is December 2003; initial discussion among the City of Dixon, MTC, and the STA have taken place. A funding contract for this study has been executed between MTC and the STA. A separate funding contract is in the process of being executed for the Cordelia study. The Vallejo study is not expected to occur until FY04/05. At this time, STA staff would like to prepare an RFP for consultant services to support the efforts in Dixon and Cordelia.

On June 25th, the TAC and the Consortium reviewed and approved this item.

**Fiscal Impact:**

The \$25,000 cost of consultant services as well as STA staff time and direct costs (\$25,000) will be covered by the CBTP contracts from MTC and there will be no impact to the STA General Operations budget.

**Recommendation:**

Authorize the Executive Director to release a RFP, select a consultant and enter into a contract to conduct two CBTP studies for a total amount not-to-exceed \$25,000 in FY03/04.



DATE: July 2, 2003  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director-Director of Planning  
RE: Proposed Intermodal Train Stations and Phase 2 of Oakland-Sacramento Commuter Rail Study

**Background:**

During 2002-03, the STA participated with various partner agencies to conduct three Phase 1 commuter rail studies:

- Contra Costa-Solano /sBART
- Dixon-Auburn (Sacramento)
- Napa-Solano

All of these Phase 1 studies have been substantially completed.

In May-June, 2001, the STA Board reviewed three proposed intermodal train stations projects proposed along the Capitol Corridor line. At that time, the Board approved various criteria on ridership estimates, progress that sponsors had made to implement each project, an estimate of the time it will take to implement each of the projects and then prioritized the three proposed new commuter rail stations in Solano County as follows:

- Fairfield/ Vacaville
- Benicia
- Dixon

The following is a status report on each of the three rail studies and the progress made to date on the four intermodal stations that could serve future rail services as identified above. Copies of each of the executive summaries from each of these studies are available from the STA upon request.

**Discussion:**

**Solano - Contra Costa Commuter Rail Study (sBART)**

This study was conducted under an agreement between STA, Contra Costa Transportation Authority, West Contra Costa Transportation Advisory Committee (WCCTAC), BART, MTC and other partners. The study cost \$200,000 of which the STA contributed \$50,000. It included a Policy Advisory Committee (PAC) made up of two members from the STA Board and two members from the WCCTAC group. There was also active participation from staff of the Capitol Corridor Joint Powers Authority (CCJPA), Bay Area Rapid Transit District (BART) and MTC.

The major tasks of this study were intended to determine the feasibility of short and long term commuter rail alternatives along the I-80 Corridor that would primarily benefit Solano and Western Contra Costa County residents. The short term task focused entirely on the most cost effective implementation plan to provide new peak-hour commuter rail service between Solano County and Contra Costa County along the existing Union Pacific right-of-way beginning in the

next approximately 5 years (in addition to the expected 16 daily round trips already planned by the intercity Capitol Corridor service expected to occur by about 2007 or 2008). Proposed preliminary schedules, capital costs and operating costs were also developed. For modeling purposes the new planned stations at Fairfield/Vacaville, Benicia and Dixon were all assumed to be constructed and operational for this service between 2005 and 2010.

The study determined that the total 7 peak hour trains (4 planned intercity trains and 3 commuter trains) would capture a total of between 3,800-5,050 peak hour boardings per day (Solano County would have about 679 of those daily boardings during the a.m. peak period (compared to approximately 130 Solano County a.m. peak hour boardings today). This would total about 1.25 million peak hour boardings per year on the entire corridor (compared to the current approximately 600,000 a.m. boardings per year today (or 1.2 million annual boardings and alightings) on the 12 Capitol Corridor intercity daily roundtrip trains. The study determined that the cost of the capital and operating subsidies for this service, over 20 years, would be at least \$160 million.

The study was completed on June 19, 2003 and recommended the following:

- Provide 3 additional peak hour commuter trains, integrated with the 4 planned intercity Capitol Corridor trains, to provide half hour service between Oakland and Sacramento-Auburn.
- Participate in the follow-up Auburn-Sacramento-Oakland regional rail study with a Regional Rail Committee consisting of Solano, Contra Costa, Yolo, Sacramento and Placer counties (similar to what is being proposed in the Auburn-Dixon Rail Study).
- Explore cost sharing arrangements as well as institutional issues, such as governance; this would include option of consolidating the commuter rail services under the Capitol Corridor Joint Powers Authority (CCJPA) management.
- Earmark adequate funding in future county sales tax measures and/or other funding opportunities in order to fund the implementation of future increased commuter rail services.

### **Dixon – Auburn Regional Rail Study**

This study was conducted under an agreement between STA, Yolo County Transportation District, Placer County Transportation Planning Agency, and the Sacramento Regional Transit District (RT). Each of the agencies contributed \$60,000 (\$240,000 total) and about half of the funds have been expended to date on Phase 1. The Capitol Corridor Joint Powers Authority (CCJPA) and other partners (e.g. Union Pacific, Caltrans Division of Rail and SACOG) also participated. It included a policy advisory committee made up of two members from each of the four counties (including two board members or alternates from STA).

The overall scope included an assessment of physical facilities requirements, ridership estimates, vehicle considerations, track improvements, cost estimates, a start up service implementation plan and a long-term implementation plan. Much of the short-term work (Phase 1) has been completed (except for some expanded tasks requested by the steering committee) and the scope of the proposed long-term work (Phase 2) is still under discussion. The scope of the Phase 1 study increased mainly because of the extra coordination required with the Contra Costa-Solano Commuter Rail Study and the comparisons needed to analyze separate versus an integrated service. The study compared three options including an independent Auburn-Dixon service, a combined Auburn-Dixon and Solano to Contra Costa service (not managed by CCJPA), and a combined Auburn-Oakland service under the management of the CCJPA. It concluded that a combined Auburn-Oakland service under the management of the CCJPA would be the most

effective way to implement the service. The cost of the capital and operating subsidies for the combined service, over 20 years, is estimated to be approximately \$238 million.

Phase 2 is intended to conduct track simulation modeling, refine the service concept, develop a more detailed operating plan, prepare refined cost revisions for operating and improvement needs and an expanded public information program. With the additional and expanded tasks to complete Phase 1 and Phase 2, an additional approximately \$81,411 is currently estimated to be needed, spread between the five participating counties.

On June 18, 2003, the Auburn-Dixon Joint Steering Committee made the following recommendations:

- Form a combined Auburn-Oakland Regional Rail Committee consisting of 1 Steering Committee member from each of the participating counties (i.e. Solano, Contra Costa, Yolo, Sacramento and Placer).
- Complete the expanded Phase 1 tasks and conduct a slightly expanded Phase 2 implementation plan based on an estimated additional \$81,411 distributed between the participating counties in a revised MOU to be developed.
- Conduct the Phase 2 study with Sacramento Regional Transit District continuing to administer the contract and Placer County Transportation planning Agency providing administrative support.

#### **Napa-Solano Passenger/Freight Rail Study**

This feasibility study was conducted under an agreement between STA, Napa County Transportation Planning Agency and MTC. The Solano-Napa Policy Joint Subcommittee that included four STA Board Members/alternates provided oversight. This study cost \$450,000 and the STA contributed \$125,000.

The scope included the documentation of rail right-of-way, development of a capital improvement plan, review of potential locations in Solano and Napa counties for possible locations of rail stations, evaluation of equipment requirements, estimates on potential patronage, freight enhancement opportunities and a recommended operating plan.

The study concluded that based on 4 peak hour trains in the commute direction for both Fairfield-Napa and 4 peak hour trains from St-Helena-Napa-Vallejo that the service would have approximately 700,000 a.m. peak hour boardings or one-way annual trips (and 700,000 annual alightings) or an average of about 2,800 peak hour boardings on a typical weekday (or about 85% of all potential trips commuters as well as visitors for the proposed services). Visitor ridership (non-peak commuter periods) was estimated to be about 125,000 one-way passenger trips (boardings) per year (about 15% of all boardings per year).

The study determined that the cost of the capital and operating subsidies for the overall service in Solano and Napa Counties, over 20 years, would consist of approximately \$300 million (about \$216 capital and a magnitude of about \$21 million of annual operating subsidies for all the routes if each one was operated on a stand alone basis). Economies of scale can be expected if all the routes were operated as a single system with a single operating entity.

An estimated 50-80% of the capital funding was assumed to come from federal funding. The remainder from local funding was proposed to range from about \$26-\$65 million (60%) from Napa County, and between \$17-\$43 million (40%) from Solano County.

Annual operating subsidies for the main Solano County-oriented service route segments ranged from \$3.8 million per year for a Suisun-Napa route to \$5.9 million per year for a Vallejo-Napa Route. Although some of the routes cross county lines, a possible formula for distributing the operating subsidies between the two counties was not established and would need to be developed in a follow-up implementation plan should the STA Board decide to help implement this future rail service.

The study was completed in June 2003 and recommended the following:

- Service is potentially feasible and would have a four basic route segments: Suisun-Fairfield-Napa, Suisun-Fairfield-Vallejo, Vallejo-Napa and Napa- St. Helena.
- More follow-up work would most likely be needed to determine:
  - The cost effectiveness of the proposed service.
  - The long range potential of combining or coordinating this service with other existing and planned regional rail services (i.e. SMART and Capitol Corridor rail services).
  - A further evaluation of bus versus rail, particularly from Fairfield/Suisun-Napa.
  - On-going measures such as rail right-of-way preservation and capital improvement projects such as the proposed intermodal centers, park and ride lots and track improvements needed to eventually support a future rail service.

## **Rail Stations**

### **1. Suisun City Amtrak Station**

Built in 1991, this is the first and only Capitol Corridor Train station currently in operation. At present it has approximately 130 daily passenger boardings and 140 daily alightings. The existing 84 - space parking lot is currently being expanded by July 2003 and will result in:

- ✓ 180 spaces additional spaces (244 spaces total)
- ✓ Landscaping, lighting, sidewalk and improved drainage
- ✓ New access driveway on Lotz Way (to be lined up opposite to the existing driveway at One Harbor Center)

This project is funded by a \$591,000 state Transportation Capital Improvement (TCI) grant secured by the STA.

### **2. Fairfield-Vacaville Intermodal Train Station**

Since 2001, the City of Fairfield, the City of Vacaville and the Project Development Team (PDT) have been actively working on refining a phased site plan, revised railroad right-of-way plan and developing a track improvement and station platform plan that would be acceptable to both the Capitol Corridor Joint Powers Authority and the Union Pacific Railroad.

Major components of this project are proposed to include:

- ✓ Phase 1: Approximately 200 parking spaces, passenger platforms, pedestrian shelters, perimeter landscaping and track improvements
- ✓ Phase 2: Approximately 300+ parking spaces, interior landscaping, bus shelters, feeder bus service, initial joint development

- ✓ Phase 3: An additional 600+ parking structure, station building and additional joint commercial development

Progress continues to be made to refine detailed plans for submittal to the Union Pacific. Various options and alternative plans have been developed to obtain consensus on the required railroad improvements. The Project Development Team hopes that agreement will eventually be reached with the U.P. by later this year or next year. Once final agreement has been reached, it is expected that the project will move into a final three to four year process to complete plans, environmental documentation, specifications and final cost estimates, right-of way acquisition and construction. It is expected that the track and station plans being developed for this project will serve as a prototype for future new stations along the Union Pacific/Capitol Corridor. Construction is expected to be completed in 2007 for Phase 1.

### 3. Benicia Intermodal Transportation Facility

Since June 2001, the City of Benicia selected a consultant team and has been actively working on alternative site plans and the preliminary environmental work needed for the proposed intermodal transportation facility located on the east side of I-680/Goodyear Road, north of Lake Herman Road. On November 8, 2002, the City released a "Basis of Design Report" to develop a vision for the proposed project that will include a "Park and Ride" lot," connections to existing public and charter bus services, airport shuttle, taxi stops, and a new stop on the existing Amtrak "Capitol Corridor" line, as well as any other commute rail service that may become available. A station building is included in the facility design.

Major components for this project are proposed to include:

- ✓ A three phased project including Phase 1: Park and Ride facility; Phase 2: Additional parking, passenger platforms, small depot building and wetland mitigation to accommodate a train station; and Phase 3: A parking structure
- ✓ Approximately 1,500 total parking spaces
- ✓ Bus, taxi and airporter services
- ✓ Relocation of Goodyear Road
- ✓ Pedestrian over-crossing and track improvements to accommodate train service

### 4. Dixon Multimodal Transfer Station

The City of Dixon is planning to re-construct the original Dixon railroad depot building in the approximately same location and with the same basic design. The project includes amenities for commuters and a new bicycle and pedestrian crossing on the southeast corner of the project at B Street. It is being developed in three phases. In 2002, the City of Dixon completed Phase 1 improvements and selected a consultant to prepare a preferred site plan for Phase 2 and 3 of this multi-modal station.

The project major components of this project will include the following:

- ✓ Phase 1: Parking and landscape improvements on the northwest side of the tracks (existing improvements).
- ✓ Phase 2: The future multi-modal train and transfer station at Jefferson and B Streets.
- Phase 3: Transit services and additional park-and- ride improvements.

A public workshop was held earlier this year and a preferred site plan has been developed. The new station building is expected to be fully designed, bid and constructed during 2004.

### **Revised Phase 1 and Phase 2 of Oakland-Sacramento Commuter Rail Study and Revised Regional Rail Steering Committee**

An additional \$81,411 is estimated to complete the expanded work needed to complete the revised Phase 1 and the updated Phase 2 of the expanded Oakland-Sacramento Commuter Rail Study (the follow-up study to the Dixon – Auburn and Contra Costa-Solano commuter rail studies). The Dixon to Auburn committee has recommended a funding split among the five counties. The STA has budgeted \$25,000 for the Phase 2 study and the Contra Costa Transportation Authority has also committed to funding \$25,000 for Phase 2. The Dixon to Auburn group has also recommended Sacramento Regional Transit District to manage the Phase 2 study.

However, STA staff is requesting that the Phase 2 study be managed by the Capitol Corridor Joint Powers Board (CCJPB) since this regional rail service is part of their 20-year Vision Plan and the CCJPB represents all five counties. STA Chair and CCJPB Board member Jim Sperring has requested this matter to be placed on the agenda for further discussion and direction at the next CCJPB meeting scheduled on August 20, 2003.

As a follow-up to the Contra Costa-Solano Policy Advisory Committee and the Auburn-Dixon Regional Rail Committee, a new policy committee being called the Auburn-Sacramento-Oakland Regional Rail Steering Committee has been proposed consisting of a representative and an alternate from Solano, Contra Costa, Yolo, Sacramento and Placer counties. The new committee is expected to begin meeting at 8:30 a.m. on August 20, 2003 at Martinez City Hall, immediately prior to the next Capitol Corridor Joint Powers Board meeting.

At this time, STA staff is not recommending any further follow-up actions related to the Napa-Solano Rail study until additional planning funds have been identified. That study is based on a long-term timeframe. In the meantime there are some future cost effective approaches that will help make sure that the service is not precluded (i.e. preservation of existing rail right-of-way) and that transit services and park and ride lots are consistent with the proposed study (i.e. plan for and initially provide bus service along S.R. 12, complete the new Red Top Road park and ride facility, and make sure that the Sereno Transfer facility and Vallejo Intermodal Station do not preclude rail options. The Napa County Transportation Planning Agency Board will be considering this study and NCTPA will be recommending funding for a second phase study.

**Fiscal Impact:** The additional contribution for the combined Auburn to Oakland Phase 2 Implementation Plan (up to a maximum of \$25,000) will be paid with State Transit Assistance funds provided in the STA's 2003/04 Strategic Planning Budget. Staff may be recommending participation in the second phase study in FY 04/05, if planning funds are available.

**Recommendation:** Approve the following:

1.) Accept the conclusions and recommendations of each of the three commuter rail studies; 2.) Authorize \$25,000 of 2003/04 STA funds to participate in the Phase 2 Auburn-Sacramento-Oakland Integrated Rail Study (the follow-up work needed to further advance the recommendations of the Contra Costa-Solano and Dixon-Auburn Rail Studies); 3.) Authorize the STA to negotiate and enter into an MOU with the Capitol Corridor and/or the partner counties of Contra Costa, Yolo, Sacramento and Placer Counties to complete the Phase 2 tasks for the proposed Auburn-Sacramento-Oakland commuter rail service and 4.) Authorize the STA Chair to appoint two STA Board Members, one to serve as STA's representative and the other as the alternate, on the proposed five- county Auburn-Sacramento-Oakland Regional Rail Steering Committee.

Attachments: To be provided under separate cover are Power Point Presentations and copies of the:

- Contra Costa-Solano Commuter Rail Study
- Auburn-Dixon Commuter Rail Study
- Napa Solano Passenger Rail Study



DATE: July 1, 2003  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Solano Napa Commuter Information  
FY 03/04 Work Program

**Background:**

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. Since 1995 it has been funded by the Metropolitan Transportation Commission (MTC), originally via direct contract, and since FY00/01 via a subcontract with RIDES for Bay Area Commuters (a non-profit agency which manages the Bay Area ridematching database). RIDES and STA's SNCI program are the two entities that comprise MTC's Regional Rideshare Program (RRP). To secure the funding that began in FY00/01, RIDES/SNCI had successfully competed for a five-year contract, which includes an option for MTC to extend for another five years. FY03/04 is the fourth year of the five-year contract.

Each year, RIDES and SNCI's Work Program is revisited and updated along with the budget. In the past year, MTC has created a Rideshare TAC comprised of the RRP funding partners (CMAs and BAAQMD) and other major Transportation Demand Management (TDM) practitioners in the Bay Area. The RRP Work Program is being modified based on the TAC's input: SNCI's Work Program for the RRP will be modified accordingly.

The SNCI program also receives funding from Solano's locally programmed Transportation for Clean Air funds (TFCA) from the Bay Area Air Quality Management District (BAAQMD) administered by the STA, as well as for special projects from the Yolo Solano Air Quality Management District (YSAQMD). These funds are allocated annually on a competitive basis. The air district funds have allowed SNCI to introduce services that would not otherwise be available such as incentives, a guaranteed ride home program, and a wide range of localized services.

A new funding source in FY03/04 will be from MTC's Low Income Flexible Transportation (LIFT) funds. These funds will help administer a vanpool program for Rio Vista SolanoWORKS clients. This is the first of three years of funding for this project that will be jointly funded by and coordinated with the County of Solano and the City of Rio Vista.

**Discussion:**

The combination of MTC/RIDES, BAAQMD, and YSAQMD funds and contract obligations comprise SNCI's Work Program for Solano County. These range from customer service, administration of incentives and vanpool services to technical assistance and marketing

campaign coordination. A separate Work Program will be presented to the Napa County Transportation Planning Agency (NCTPA) as SNCI's services vary slightly by county due to variations in funding and local priorities. The attached Solano County Work Program highlights several SNCI key activities.

This Work Program focuses on ongoing services and programs. The new incentive programs launched in FY02/03 will be expanded countywide. The carpool incentive targeted Vallejo (Glen Cove area) and Rio Vista in FY02/03 and will be expanded to Benicia, Suisun City, and Dixon in FY03/04. Specialized city services will be introduced in Fairfield and Vacaville with follow up work to be completed in Dixon.

The Work Program was reviewed and approved by the STA's TAC and Consortium on June 25<sup>th</sup>.

**Fiscal Impact:**

The cost of staffing, materials, and overhead to perform these tasks and to complete projects are entirely funded by Regional Rideshare Funds, and BAAQMD and YSAQMD TFCA funds. There is no impact to the General Operations budget.

**Recommendation:**

Approve SNCI program FY03/04 Work Program

Attachments: SNCI FY03/04 Work Program

## Solano Napa Commuter Information Work Program FY03/04

**1. Customer Service:** Provide high quality, personalized rideshare, transit, and other non-drive alone trip planning services to the general public. Incorporate regional customer service tools such as 511, 511.org, TranStar and others.

**2. Employer Program:** Be a resource to Solano and Napa employers who need commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordinate with SolanoEDC, chambers and other business organizations.

**3. Vanpool Program:** Form 25 vanpools and handle the support of over 50 vanpools while assisting with the support of several dozen more.

**4. Incentives:** Increase promotion of SNCI's commuter incentives. Continue to develop, administer and broaden the outreach of carpool, vanpool, and transit incentive programs. Two additional incentives (bicycle and guaranteed ride home) will be launched this year. The carpool incentive will be targeted to residential communities in Benicia, Suisun City and Dixon.

**5. Rideshare Thursday Campaign:** Work with other agencies to plan and implement this new regional promotion to encourage commuters to not drive alone at least one day a week on an on-going basis.

**6. California Bike to Work Campaign:** The 2004 Bike to Work campaign will be organized in the Bay Area differently than it has been in the past. SNCI will work with key organizers and promote the campaign locally.

**7. BikeLinks Maps:** In coordination with the Bicycle Advisory Committee (BAC), update and print Solano/Yolo Bikelinks maps.

**8. General Marketing:** Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a newly updated Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public relations, cross-promotions with other agencies, and more.

**9. Rio Vista LIFT SolanoWORKS Vanpool Project:** Implement vanpool program designed for SolanoWORKS clients who live in Rio Vista. Administer two vanpools to travel from Rio Vista to Fairfield and manage multi-agency grant.

**10. CalWORKS Support:** Manage SolanoWORKS Transportation Advisory Committee, coordinate with County of Solano Health and Social Services, and support Napa CalWORKS clients in need of transportation services.

**11. Specialized City Services:** SNCI will continue its on-going effort to tailor services and outreach to each local Solano community. Complete tailored Work Plan with City of Dixon and initiate development and implementation of Work Plans with Vacaville and Fairfield.



DATE: July 1, 2003  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: FY 2003/04 TDA Distribution for Solano County

**Background:**

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

**Discussion:**

On June 24, 2003, MTC provided revised amounts that are available to agencies for allocation in FY 2003-04. These revised amounts have been included in the attached TDA matrix. Changes to proposed TDA amounts to be claimed have been requested from all agencies.

Attached is the latest spreadsheet with the FY 2003-04 TDA Revenue Estimate for each Solano County agency, the total funds available for allocation, and the data that has been provided by the member agencies and STA. The amounts for STA Planning were approved by the TAC on May 28, 2003 and the STA Board on June 11, 2003. Although each agency within the county and the STA submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to MTC for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Route 30, Route 40, etc.), this composite TDA matrix will be used to assist STA, the PCC and MTC in reviewing the member agency claims. Consensus is required for transit services funded by multiple agencies.

The TAC recommended approval of the TDA Matrix for the cities of Dixon, Fairfield, Vacaville, Vallejo and Solano County. Additional information is still required from the cities of Benicia, Rio Vista and Suisun City. At the request of any of these agencies, an updated matrix will be brought to the TAC and STA Board for approval.

**Fiscal Impact:**

None to the STA General Operations budget. A delay in approving the TDA matrix for a specific agency may delay receipt of TDA funds for that agency.

**Recommendations:** Approve the following:

1. The attached TDA Matrix for the cities of Dixon, Fairfield, Vacaville, Vallejo and Solano County.
2. Authorize the Executive Director to recommend to MTC approval of FY 2003-04 TDA claims by member agencies made in accordance with the approved TDA matrix.

Attachment

- A. TDA Article 4/8 Matrix for FY 2003-04

TDA Article 4/8 FY 2003-04																							
AGENCY	TDA Est	Available for Allocation (from MTC)	Benicia Transit	Dixon Transit	F-S Transit	Rio Vista Transit	Vacaville Transit	Vallejo Transit	Demand Response	Local Paratransit	Solano Paratransit	Sol Para FY01-02	Route 20 (2)	Route 30 (1)	Route 40 (3)	Routes 85, 90 and 91 (4)	STA Planning (5)	Transit Studies (6)	Transit Capital (8)	Streets & Roads (9)	Total	Balance	
Benicia	844,360	655,004	500,000					(7)	(8)	240,000	(1)	(10)	(2)	(1)	(3)	(4)	(5)		(8)	(9)	764,232	-109,228	
Dixon	505,053	860,308		365,000							29,208	7,600		30,097							370,040	816,440	43,868
Fairfield	3,133,515	3,974,618			273,826				107,426	203,027	191,465	50,687		30,097	140,000	400,000			2,000,000		3,486,457	488,161	
Rio Vista	167,308	398,777				58,180					9,651	2,676						4,802	41,000		116,309	282,468	
Suisun City	833,415	1,263,439			611,166				6,011	82,346	45,775	14,687			25,000						1,284,756	2,093,659	-830,220
Vacaville	2,886,462	5,208,050					830,000		60,000	208,000	175,441	53,173	100,000	30,097	168,000	136,000		82,838	18,000	1,280,000	500,000	3,641,549	1,566,501
Vallejo	3,708,931	3,890,252						3,294,483	270,046	335,916								106,443		125,000		4,131,888	-141,636
Solano County	612,943	691,618							5,000			27,660	10,127	15,000	17,198	45,000	25,000		17,591		545,422	707,998	-16,380
Other																						117,511	
<b>Total</b>	<b>12,691,987</b>	<b>17,042,066</b>	<b>500,000</b>	<b>365,000</b>	<b>884,992</b>	<b>58,180</b>	<b>830,000</b>	<b>3,294,483</b>	<b>448,483</b>	<b>1,069,289</b>	<b>479,200</b>	<b>138,950</b>	<b>115,000</b>	<b>195,000</b>	<b>408,000</b>	<b>561,000</b>	<b>364,248</b>	<b>59,000</b>	<b>3,405,000</b>	<b>2,700,218</b>	<b>15,876,043</b>		

- NOTES:
- (1) Claimed by FST for all agencies
  - (2) Route 20 is claimed by FST for all agencies except Vacaville
  - (3) Route 40 is claimed by FST for all agencies except Vacaville
  - (4) Claimed by Vallejo Transit for all agencies except Vacaville. Fairfield and Solano County fund portions of 85, 90 and 91 from their amounts.
  - (5) Claimed by STA for all agencies
  - (6) Taxi Service, etc
  - (7) Includes Vallejo Ferry Operations and Vallejo funds for operations of Routes 85, 90 and 91.
  - (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.
  - (9) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.
  - (10) The second half of FY 01-02 for Solano Paratransit will be claimed as part of the STA FY03-04 TDA claim, per MTC request.



DATE: July 1, 2003  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: I-80/I-680/I-780 Corridor Study -  
Near Term Projects

**Background:**

The MIS/Corridor Study for I-80/I-680/I-780 was divided into 7 segments for more efficient and effective evaluation. The Segment 1 study was completed in 2001 and three "independent" projects evolved from the Segment 1 study: the I80/680/12 Interchange, the North Connector projects managed by the STA, and the SR 12 truck climbing lane project that Caltrans has submitted for SHOPP funds. The two STA managed projects are in the PA/ED phase of project development and are funded with separate TCRP grants.

The MIS/Corridor Study for the other segments of the Interstate system was awarded to Korve Engineering on October 1, 2002. The Existing Conditions Report and initial conclusions have been completed. A final summary document that recommends project phasing for the whole corridor will be an integral part of this study. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study and the Truck Scales Relocation Study into recommendations for the corridor.

**Discussion:**

As part of the I-80/680/780 Corridor Study, an Operational Strategy will be developed to provide a systematic analysis of the freeway corridor, considering the constraining effects of bottlenecks on downstream freeway segments. The Operational Strategy will be developed in an iterative process by initially looking at bottlenecks and congestion in the corridor. The analysis will identify for each alternative the following performance characteristics: (a) freeway bottleneck sections, (b) length of queue upstream of each bottleneck, (c) vehicle delay associated with each bottleneck, (d) where applicable, HOV time savings, (e) queuing on ramps and freeway-to-freeway connectors.

Using the above criteria for the Operational Strategy, personnel from Caltrans, STA and Korve Engineering evaluated the corridor to identify "Near Term" projects that could potentially be completed by 2020, would provide congestion relief in the most congested areas of the corridor, and would be integral to the "ultimate" project list for the entire corridor. The goal of developing a list of Near Term projects is to provide guidance on where to spend limited funds as they become available for corridor improvements.

Attached is the Draft Near Term Projects list as well as a graphic showing the locations of these projects. Discussions are continuing between STA, Caltrans and local agencies to further refine this list. Korve Engineering is preparing more detailed cost estimates for each of the proposed projects and traffic operational analyses are continuing to further prioritize this list of projects.

Although the prioritization for the Near-Term projects has not been completed, projects 2A and 2B are projects that are closely tied to improvements on the Carquinez Bridges and are candidates for acceleration in order to take advantage of the construction work currently underway on the bridge. Project 2A would provide an HOV lane on westbound I-80 from east of the SR 29 merge to the Carquinez Bridge to complement the project currently being designed for an I-80 HOV lane from the bridge to SR 4 in Contra Costa County. Project 2B would provide signage on eastbound I-80 to direct SR 29 traffic to the right lanes before the toll plaza, thus reducing weaving and traffic conflicts after the toll plaza. Both projects will reduce traffic conflicts caused by vehicles moving across lanes to get to a desired lane.

Construction of projects 2A and 2B as part of the Carquinez Bridge project will reduce costs by reducing and/or eliminating the costs for construction mobilization and staging since the bridge project is currently in the construction phase.

**Recommendation:**

Authorize the Executive Director, on behalf of the STA Board of Directors, to request Caltrans District 4 and the Bay Area Toll Authority (BATA) to modify the Carquinez Bridge project to include a westbound High Occupancy Vehicle (HOV) lane from east of the I-80/SR 29 interchange and to provide advance informational signs for eastbound I-80 motorists to use the right lane on the Carquinez Bridge to exit to SR 29.

**Attachments**

- A. Draft Near term Projects List
- B. Draft Near term Projects List (Graphic)

Phase	Description	Segment	Notes	Project Cost (In Million Dollars)	Running Total With Truck Scale In Segment 1 (In Million Dollars)	Running Total With Truck Scale Outside of Segment 1 (In Million Dollars)
1A 1B	Leisure Town PnR Bella Vista Park-and-Ride	7 4 & 6	Project is funded (for information only)			
2A	Extend WB I-80 HOV Lane from east of Carquinez Bridge to east of SR29 ramp	2	Removes AM Peak Hour WB Bottleneck, Ties to WB CCC HOV Lane	\$4.4	\$4.40	\$4.40
2B	Install EB I-80 Signage for SR 29 West of Toll Plaza	1	Minimize Weaving Movements Downstream from Toll Plaza	\$0.16	\$4.56	\$4.56
3	I-80 Widening EB/WB I-880 to SR 12 East (Aux Ln Project)	1	Project Underway - Primary Bottleneck in County	Project Underway		
4	Expand/Relocate/Improve Lemon & Curtola PnR (Phase 1)	2	Currently Over Capacity, I-80 HOV Improvement Will Help	\$5*	\$9.56	\$9.56
5	North Connector	1	Provides Traffic Relief for Segment 1	\$68***	\$77.56	\$77.56
6A	EB I-80 Aux Lane/Suisun Valley to Truck Scales	1	Provides storage lane for exiting trucks.	\$2.4**	\$79.96	\$79.96
6B	WB I-80 Aux Lane/Truck Scales to Suisun Valley	1	Serves Heavy Merge/Diverge Weaving Movement from Truck Scale	\$1.7**	\$81.66	\$81.66
7	Braiding EB I-80 Ramps/I-680 to Suisun Valley	1	With Additional Capacity in Segment 1, Ramp from I-680 will be EB Bottleneck. Will eliminate friction from GVR merge and SVR merge.	\$37-92**	\$118.66 - \$173.66	\$118.66 - \$173.66
8A	Relocate/Reconstruct Truck Scales	1	Truck Scales will Restrict Further Capacity Enhancements in Segment 1	\$300**	\$418.66 - \$473.66	
8B	Cost to relocate truck scale outside of Segment 1		Information from Truck Scale Project	\$118		\$236.66 - \$291.66
9A	I-80 EB & WB HOV Lane - SR 12 West to Air Base	1 & 6	Park-and-Ride Supports HOV Lane, Relocation of Truck Scales Necessary to Construct HOV Lanes, Will Provide HOV Bypass of Segment 6 and 1 Congestion	\$82**	\$500.66 - \$555.66	\$318.66 - \$373.66
9B	Improve/Expand Fairfield Transportation Center	6	Provide additional carpool parking. Complements project 8A.	\$4*	\$504.66 - \$559.66	\$322.66 - \$377.66
10A	EB I-80 Aux Lane/Travis to Airbase	6	Eliminate existing bottleneck. Improvements needed with existing volumes. Will become worse with completion of project 3.	\$3.7	\$508.36 - \$563.36	\$326.36 - \$381.36
10B	WB I-80 Aux Lane/Waterman to Travis	6		\$5	\$513.36 - \$568.36	\$331.36 - \$386.36
11A	EB I-80 Aux Lane/Airbase to North Texas	6		\$24.5	\$537.86 - \$562.86	\$355.86 - \$410.86
11B	EB I-80 Aux Lane/Magellan to Beck Ave Merge	6	Will be new bottleneck with additional Segment 1 throughput after completion of project 3.	\$12.6	\$550.46 - \$605.46	\$368.46 - \$423.46
12	EB I-80 Aux Lane/Redwood to 37 with 2 Lane Ramp R-O-W	2	Improvement Should Follow SR 37 Freeway Completion	\$18.1	\$568.56 - \$623.56	\$386.56 - \$441.56
13A	WB I-80 Aux Lane/W. Texas to Abamaithy	6	Complements project 11B	\$4.4	\$572.96 - \$627.96	\$390.96 - \$445.96
13B	WB I-80 Aux Lane/North Texas to Waterman	6	Improves Segment 1 Capacity	\$28.4	\$601.36 - \$656.36	\$419.36 - \$474.36
13C	WB I-80 Aux Lane/Merchant to Cherry Glen	6	Heavy merge creates safety problems and delays	\$13.6	\$614.96 - \$669.96	\$432.96 - \$487.96
13D	Red Top Road Park and Ride	6	Complements project 8A	\$7.5*	\$622.46 - \$677.46	\$440.46 - \$495.46
14A	Westbound & Eastbound Aux Lane/SR-12 East to Suisun Valley	1	If Truck Scales are Relocated out of Segment 1, Lane needed for Truck Weaving between SR12 E & Suisun Valley.	\$10.9**		\$451.36 - \$506.36
14B	Gold Hill Road PnR	1,4,6	Park and Ride Improvement	\$2*		\$453.36 - \$508.36
15A	Lake Herman Intermodal Terminal	1,4,6	Complements future train station.	\$0.2*	\$622.66 - \$677.66	\$453.66 - \$508.66
15B	Glen Cove -I-780 PnR	3	Provides alternative to Lemon & Curtola Park & Ride	\$0.5*	\$623.16 - \$678.16	\$454.06 - \$509.06
16	Braid I-80 EB Ramps SR 12 W to Green valley	1	Necessary Capacity Enhancement for I-80/SR 12 W Movements (Coordinate with Jameson Widening Project)	\$26-44**	\$649.16 - \$722.16	\$480.06 - \$553.06
17	I-80 WB Aux Lane - Green Valley to SR 12 W & correct SR 12W exit to 2 lanes	1	Necessary Capacity Enhancement for I-80/SR 12 W Movements - Braid Long Term	\$2.2**	\$651.36 - \$724.36	\$482.26 - \$555.26
18	I-80/I-805 Weave Correction Project	6	Project Currently being Studied to Correct Merge Problem	\$8.4****	\$659.76 - \$732.76	\$490.66 - \$563.66
19A	Bericia West Military Station	3		\$3*	\$662.76 - \$735.76	\$493.66 - \$566.66
19B	American Canyon PnR	5	Third Round of Park and Ride Improvements	\$0.2*	\$662.96 - \$735.96	\$493.86 - \$566.86
19C	North Texas Park-and-Ride Lot	6		\$1.3*	\$664.26 - \$737.26	\$495.16 - \$568.16
20	I-80 EB/WB Aux Lane - Bericia Road to Georgia	2	Inadequate Existing Merge / Diverge from/to I-780	\$27.2	\$691.46 - \$764.46	\$522.36 - \$595.36
21A	I-80 WB Aux Lane/Redwood to Tennessee	2	Heavy Ramp Volumes Constrain Main-Line Flow	\$10.8	\$702.26 - \$775.26	\$533.16 - \$606.16
21B	I-80 EB Aux Lane/Tennessee to Redwood	2		\$18.8	\$721.06 - \$794.06	\$551.96 - \$624.96
22	I-780 EB/WB Aux Lane - Stripe - 2 <sup>nd</sup> to 5 <sup>th</sup>	3	Adequate Pavement Exists to Stripe Aux Lane	\$0.2*	\$721.26 - \$794.26	\$552.16 - \$625.16
Total Cost for Near-Term Project				\$820-899	\$721.26 - \$794.26	\$552.16 - \$625.16

\* P&R estimate for Wilbur & Smith  
\*\* Estimates from Mark Thomas Co, Inc.  
\*\*\* Value escalated from 2001 Study. Numbers are subject to change  
\*\*\*\* Info from CalTrans

- 1A Leisure Town Road Park & Ride (under bid; for information only)
- B Bella Vista Park & Ride (under bid; for information only)

- 2A Extend WB I-80 HOV from east of Carquinez Bridge to east of SR 29 ramp
- B Install EB I-80 Signage for SR 29 West of Toll Plaza

- 3 Widen I-80 EB / WB I-680 to SR 12 East ("Aux" lane project underway).

- 4 Expand / Relocate / Improve Lemon & Curtola Park & Ride

- 5 North Connector

- 6A EB I-80 Aux Lane – Suisun Valley to Truck Scales
- B WB I-80 Aux Lane – Truck Scales to Suisun Valley

- 7 Braiding EB I-80 Ramps – I-680 to Suisun Valley Road

- 8 A/B Relocate / Reconstruct Truck Scales

- 9A I-80 EB & WB HOV Lane – SR 12 West to Air Base Parkway (Requires relocation of truck scales)
- B Improve/Expand Fairfield Transportation Center

- 10A EB I-80 Aux Lane – Travis to Air Base Parkway
- B WB I-80 Aux Lane – Waterman to Travis

- 11A EB I-80 Aux Lane – Air Base to North Texas
- B EB I-80 Aux Lane – Magellan to Beck Av merge

- 12 EB I-80 Aux Lane – Redwood to SR 37 with 2 lane off ramp

- 13A WB I-80 Aux Lane – West Texas to Abernathy
- B WB I-80 Aux Lane – North Texas to Waterman
- C WB I-80 Aux Lane – Merchant to Cherry Glen
- D Red Top Road Park & Ride

- 14A WB & EB I-80 Aux Lane – SR 12 (E) to Suisun Valley (if truck scale out of Segment 1)
- B Gold Hill Road Park & Ride

- 15A Lake Herman Intermodal Terminal
- B Glen Cove / I-780 Park and Ride

- 16 Braid I-80 EB Ramps – SR 12 West to Green Valley Road

- 17 WB I-80 Aux Lane – Green Valley Road to SR 12 West

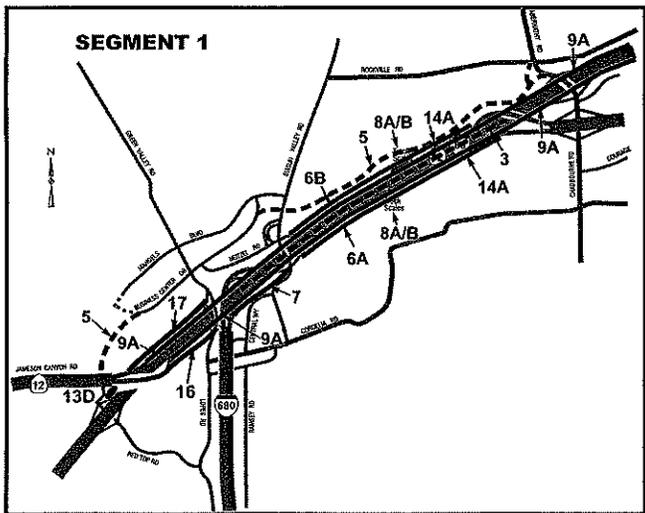
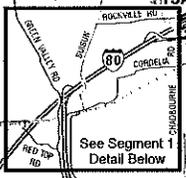
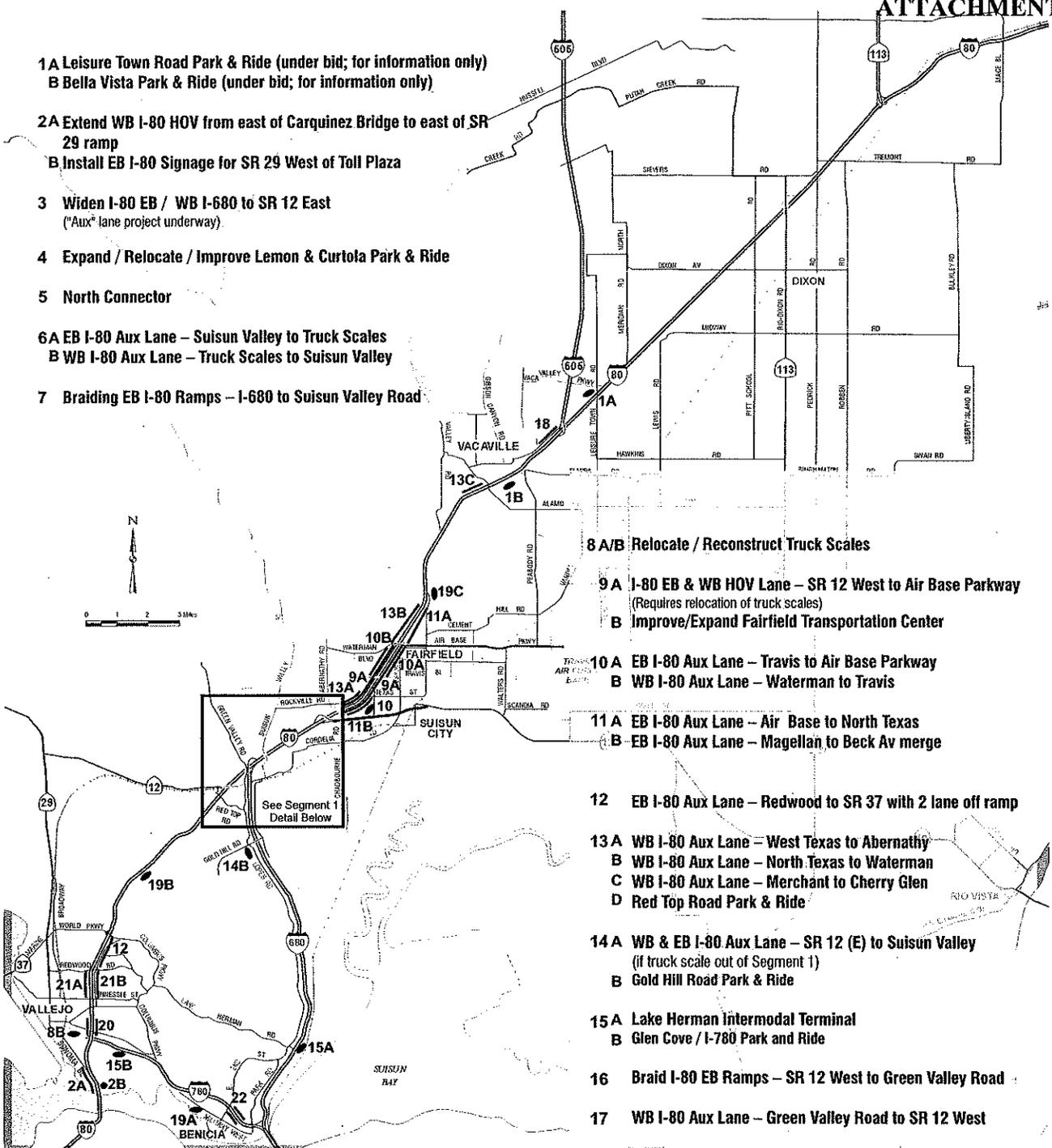
- 18 I-80 / I-505 Weave Correction Project

- 19A Benicia Intermodal Terminal
- B American Canyon Park & Ride
- C North Texas Park & Ride

- 20 EB / WB I-80 Aux Lane – Benicia Road to Georgia Street

- 21A I-80 WB Aux Lane – Redwood to Tennessee
- B I-80 EB Aux Lane – Tennessee to Redwood

- 22 EB / WB I-780 Stripe Aux Lane – 2nd to 5th Glen Cove / I-780 Park & Ride





DATE: July 9, 2003  
TO: STA Board  
FROM: Janice Sells, Program Manager/Analyst  
RE: Legislative Update

**Discussion:**

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

*A summary of new legislative activity:*

**State Legislation**

**AB 1717 (Committee on Transportation) - Support**

Omnibus Bill would make various technical and minor changes in transportation policy. Staff recommends a support position on AB 1717 based on modification of the length of term for the Capitol Corridor Joint Powers Board to select an agency to provide administrative support and modification of the State SHOPP submittals to align with the state fund estimate.

**Recommendation:**

AB 1717 - Support

Attachments: A. AB 1717 Analysis and Legislation  
B. Legislative Matrix – July 2003

## STA Legislative Analysis

**Legislation:** AB 1717 – Transportation  
(Committee on Transportation)

**Background:**

Existing law contains provisions relating to state and local transportation programs and activities relating to public agencies. This Assembly committee omnibus bill would make various technical and minor changes in transportation policy.

This bill would eliminate certain requirements for quarterly reporting on seismic retrofit projects functions currently required of the Department relating to the expenditure of capital funds.

This bill would also delete provisions governing the length of terms of the interagency agreement and would provide a 5-year term applicable to the selection of an agency by the Capitol Corridor Board to provide administrative support staff.

In addition, the bill would align the submittal date for the State Highway Operation a Protection Program (SHOPP) with the state transportation fund estimate schedule.

**Recommendation:**

Staff recommends a support position on AB 1717.

***Solano Transportation Authority  
2003 Legislative Matrix  
July 2003***

***State Legislation***

<b>State Legislation Bill/Author</b>	<b>Subject</b>	<b>Status</b>	<b>Position</b>
<b>AB 98 (Koretz)</b> Employment: meal periods and rest periods	This bill would provide that if the Industrial Welfare Commission adopts or amends an order that applies to an employee of a public agency who operates a commercial motor vehicle, it may exempt an employee covered by a valid collective bargaining agreement from provisions that relate to meal periods or periods rest periods.	SEN Appropriations (do pass and re-refer to Committee on Appropriations)	
<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 427 (Longville)</b> Local Transportation Sales Tax: Removal of 20-Year Limit	This bill would delete the 20-year limit on the duration of a local transportation sales tax under the general provisions described above and would instead provide that the tax shall remain in effect for the period of time specified in the tax ordinance that is adopted by the authority and approved by the voters. -	SEN Third Reading (hearing date 6/30/03)	Support
<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	<del>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.</del> authorize a public agency to operate a bus that exceeds the 45-foot length limitation if the excess length is caused by a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, and if its operation is on a route approved by a specified route review committee, as provided for in this bill. The bill would describe the manner in which a	SEN Referred to the Committee on Transportation (hearing date 7/1/03)	

	<i>bicycle may be transported under this exclusion. Because a violation of these restrictions would be a crime, this bill would impose a state-mandated local program. (Amended 5/7/03)</i>		
<b>AB 1717 (Committee on Transportation – Dutra, Chan, Chu, Liu, Longville, Nakano, Parra, Pavley, Salinas and Simitian)</b> Transportation	This bill would eliminate certain reporting requirements that are now the responsibility of the Department of Transportation. The bill would also delete provisions governing the length of terms of the interagency agreement and would provide a 5- year renew terms applicable to the selection of an agency by the Capitol Corridor board to provide administrative staff. The bill would also revise the route descriptions for certain state highway segments that have been relinquished to local agencies.	SEN Read second time and re-referred to Committee on Appropriations (hearing date 6/17/03)	
<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 <b>55%</b> 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 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.	ASM Third Reading (6/16/03)	Support
<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 Third Reading	
<b>SB 91 (Florez)</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 (hearing postponed by committee)	Watch
<b>SB 170 (Torlakson)</b> San Francisco Bay Area	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	SEN Committee on	Watch

Infrastructure Planning	planning.	Rules	
<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 (hearing canceled by author)	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 Re-referred to Committee on Transportation	
<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 <i>as proposed by SB 916</i> . The bill would revise other provisions relating to safety of vessel operations and air quality standards of vessels operated by the authority. <i>The bill would make the duties and responsibilities imposed by the bill contingent upon funding for those purposes being provided from increases in tolls on state-owned toll bridges in the Bay Area pursuant to the expenditure in SB 916. (Amended 6/2/03)</i>	ASM Committee on Transportation (hearing date 7/7/03)	
<b>SB 916 (Perata)</b> (Principal Coauthor: Senator Torlakson, Coauthor: Senator Burton, Assembly Members Leno, Mullin and Wiggins) 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, <del>including</del> <i>and would authorize it to perform these functions with respect to the seismic retrofit surcharge once those projects are completed and provision is made for payment of the bonds issued for those purposes.</i> 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, and would identify the purposes for which revenues from the toll increase would be used. <i>The bill would specify that, except to meet its bond obligations, the toll schedule adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature. The bill would require the BATA to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters.</i> 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. (Amended 6/3/03)	Approved by Senate	Support

<p><b>SCA 2 (Torlakson)</b> Local government – transportation and smart growth</p>	<p>This bill would authorize <del>a city</del>, a county, a city and county, <i>a local transportation authority</i>, 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.</p>	<p>SEN To third reading (File date 6/30/03)</p>	<p>Watch</p>
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*Solano Transportation Authority  
2003 Legislative Matrix  
June 2003*

*Federal Legislation*

<b>H.R. 1767 (Mark R. Kennedy)</b> Freeing Alternatives for Speedy Transportation (FAST) Act	The Secretary shall establish and implement an Interstate System FAST Lanes program that will permit a State, or a public entity designated by the State, to collect fees to finance the expansion of a highway by constructing additional lanes on the Interstate System for the purpose of reducing traffic congestion.	Referred to House Committee on Transportation and Infrastructure	
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BILL NUMBER: AB 1717      AMENDED  
 BILL TEXT

AMENDED IN SENATE    JUNE 30, 2003  
 AMENDED IN SENATE    JUNE 23, 2003  
 AMENDED IN SENATE    JUNE 9, 2003  
 AMENDED IN ASSEMBLY   APRIL 9, 2003

INTRODUCED BY . Committee on Transportation (Dutra (Chair), Chan, Chu, Liu, Longville, Nakano, Oropeza, Parra, Pavley, Salinas, and Simitian)

FEBRUARY 27, 2003

An act to amend Sections 8879.1, 14070.4, 14076.4, 14524.2, and 65082 of, and to repeal Sections 8879.17 and 14524.15 of, the Government Code, to amend Sections 21602, 21702, 21704, 21707, and 102015 of, and to repeal Section 21604 of, and Chapter 3.5 (commencing with Section 21501) of Division 9 of, the Public Utilities Code, and to amend Sections 72.1, 164.6, 188.5, 339, 354, 373, 390, 391, 407, 410, 411, 426, 460, and 820 of, and to repeal Sections 180.10, 391.1, 391.3, 401.1, 407.1, 411.5, and 509 of, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1717, as amended, Committee on Transportation. Transportation.

(1) Existing law creates a transportation planning and programming process for the expenditure of transportation capital funds and describes the powers and duties of the Department of Transportation and the California Transportation Commission in that regard. Existing law requires the department to submit various reports to the Legislature regarding transportation project delivery, seismic retrofit projects, and certain other matters.

This bill would eliminate certain reporting requirements and revise other reporting requirements.

(2) Existing law authorizes the Department of Transportation, by interagency agreement, to transfer responsibility for administering an intercity rail passenger corridor funded by the department to a joint powers board, and prescribes certain requirements applicable to the Capitol Corridor in the event an interagency agreement is concluded for that corridor, including the selection of a public rail transit agency to provide all necessary administrative support staff to the joint powers board.

This bill would delete provisions governing the length of terms of the interagency agreement and would provide for 5-year renewal terms applicable to the selection of an agency by the Capitol Corridor board to provide administrative support staff.

(3) Existing law provides that the Department of Transportation shall have full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a traversable highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish certain state highway segments to local agencies.

This bill would revise the route descriptions for certain state highway segments that have been relinquished to local agencies.

(4) Existing law creates the Division of Aeronautics in the Department of Transportation with certain powers and duties relative to aviation. Existing law requires the division to collaborate in the development and implementation of a computerized cockpit instrument display for general aviation aircraft, and establishes a process for selecting general aviation capital improvement projects funded with state and federal funds. Existing law requires certain airport planning functions to be funded solely with federal funds.

This bill would repeal the provisions relating to implementation of the computerized cockpit instrument display and would authorize certain airport planning functions to be funded from nonfederal sources. The bill would also make revisions to the process for selecting capital projects.

(5) Existing law describes the authorized boundaries of the Sacramento Regional Transit District and cities that may be annexed to the district.

This bill would identify Citrus Heights, Elk Grove, and Rancho Cordova as additional cities that may be annexed to the district.

(6) The bill would make other conforming changes.

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 8879.1 of the Government Code is amended to read:

8879.1. (a) The Legislature finds and declares that the completion of seismic safety retrofit work is essential to the welfare and economy of the state.

(b) It is the intent of the Legislature to ensure that the work be completed as quickly as possible.

(c) In order to avoid delays in the completion of the work, it is necessary that certain statutes that would otherwise be applicable be temporarily suspended.

SEC. 2. Section 8879.17 of the Government Code is repealed.

SEC. 3. Section 14070.4 of the Government Code is amended to read:

14070.4. (a) An interagency transfer agreement between the department and a joint powers board, when approved by the secretary, shall do all of the following:

(1) Specify the date and conditions for the transfer of responsibilities and identify the annual level of funding and ensure that the level of funding is consistent with and sufficient for the planned service improvements within the corridor.

(2) Identify, for the initial year and subsequent years, the funds to be transferred to the board including state operating subsidies made available for intercity rail services in the corridor, and funds currently used by the department for administration and marketing of the corridor, with the amounts adjusted annually for inflation and in accordance with the business plan.

(3) Specify the level of service to be provided, the respective responsibilities of the board and the department, the methods that the department will use to assure the coordination of services with other rail passenger services in the state, and the methods that the department will use for the annual review of the business plan and annual proposals on funding and appropriations.

(4) Describe the terms for transferring to the joint exercise of powers agency car and locomotive train sets, and other equipment and

property owned by the department and required for the intercity service in the corridor including, but not limited to, the number of units to be provided, liability coverage, maintenance and warranty responsibilities, and indemnification issues.

(5) Describe auditing responsibilities and process requirements, reimbursement and billing procedures, the responsibility for funding shortfalls, if any, during the course of each fiscal year, an operating contract oversight review process, performance standards and reporting procedures, the level of rail infrastructure maintenance, and other relevant monitoring procedures. The description shall contain an evaluation of the impact of any transfer of equipment on other intercity corridors. The agreement shall endeavor to minimize the impact and maximize the efficient use of the equipment, including continued joint use of equipment that is currently shared by one or more corridors.

(b) Use of the annual state funding allocation, as set forth in the interagency transfer agreement, shall be described in an annual business plan submitted by the board to the secretary for review and recommendation by April 1 of each year. The business plan, when approved by the secretary, shall be deemed accepted by the state. The budget proposal developed by the department for the subsequent year shall be based upon the business plan approved by the secretary.

The business plan shall be consistent with the interagency agreement and shall include a report on the recent as well as historical performance of the corridor service, an overall operating plan including proposed service enhancement to increase ridership and provide for increased traveler demands in the corridor for the upcoming year, short-term and long-term capital improvement programs, funding requirements for the upcoming fiscal year, and an action plan with specific performance goals and objectives. The business plan shall document service improvements to provide the planned level of service, inclusion of operating plans to serve peak period work trips, and consideration of other service expansions and enhancements. The plan shall clearly delineate how funding and accounting for state-sponsored rail passenger services shall be separate from locally sponsored services in the corridor. Proposals to expand or modify passenger services shall be accompanied by the identification of all associated costs and ridership projections. The business plan shall establish, among other things: fares, operating strategies, capital improvements needed, and marketing and operational strategies designed to meet performance standards established in the interagency agreement.

(c) Based on the annual business plan and the subsequent appropriation by the Legislature, the secretary shall allocate state funds on an annual basis to the board. As provided in the interagency agreement, any additional funds that are required to operate the passenger rail service during the fiscal year shall be provided by the board from jurisdictions that receive service. In addition, the board may use any cost savings or farebox revenues to provide service improvements related to intercity service. In any event, the board shall report the fiscal results of the previous year's operations as part of the annual business plan.

(d) The level of service funded by the state shall in no case be less than the current number of intercity round trips operated in a corridor and serving the end points currently served by the intercity rail corridor. Subject to Section 14035.2, the level of service funded by the state shall also include feeder bus service with substantially the same number of route miles as the current feeder system, to be operated in conjunction with the trains. *However, the interagency agreement shall not prohibit the joint powers board*

*from reducing the number of feeder bus route miles if the joint powers board determines that a feeder bus route is not cost-effective as provided in Section 14035.2.*

(e) Nothing in this article shall be construed to preclude expansion of state-approved intercity rail service.

SEC. 4. Section 14076.4 of the Government Code is amended to read:

14076.4. If the board and the department enter into an interagency transfer agreement pursuant to Article 5 (commencing with Section 14070), for an initial period, that begins with the transfer of responsibilities from the department to the board and continues for a three-year period subsequent to the completion of the track and signal improvements between Sacramento and Emeryville, the San Francisco Bay Area Rapid Transit District General Manager and the district's administrative staff shall, if that district has appointed members to the board in accordance with Section 14076.2, provide all necessary administrative support to the board to perform its duties and responsibilities, and may perform for the board any and all activities that they are authorized to perform for the district. At the conclusion of the initial period, the board may, through procedures that it determines, select the San Francisco Bay Area Rapid Transit District or another existing public rail transit agency for one three-year term immediately following the initial period, and thereafter for five-year terms, to provide all necessary administrative support staff to the board to perform its duties and responsibilities.

SEC. 5. Section 14524.15 of the Government Code is repealed.

SEC. 6. Section 14524.2 of the Government Code is amended to read:

14524.2. (a) If the department's total project delivery plan for any year requires a permanent and temporary capital outlay support staffing level which equals the 1986-87 budgeted permanent and temporary capital outlay support staffing level, the department's budget request for that year shall contain a permanent and temporary capital outlay support staffing level equal to its 1986-87 authorized permanent and temporary capital outlay support staffing level.

(b) If the department's total project delivery plan for any year requires a permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services which exceed the 1986-87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services, the department's budget request for that year shall contain a permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime equal to the 1986-87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime plus one-half of the excess over the 1986-87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services. The department may contract out, pursuant to Section 14131, an equal number of personnel year equivalents for each authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime which exceed the 1986-87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime.

(c) For purposes of this section, "permanent and temporary capital outlay support staffing level" means the department's permanent and temporary capital outlay support staffing level funded by state and federal funds through the State Highway Account.

SEC. 7. Section 65082 of the Government Code is amended to read:

65082. (a) (1) A five-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 15 of each odd-numbered year thereafter, updated every two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program.

(2) Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, and the availability of funding.

(b) Except for those counties that do not prepare a congestion management program pursuant to Section 65088.3, congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 15 of each odd-numbered year.

(c) Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

(d) Other projects may be included in the regional transportation improvement program if listed separately.

(e) Unless a county not containing urbanized areas of over 50,000 population notifies the Department of Transportation by July 1 that it intends to prepare a regional transportation improvement program for that county, the department shall, in consultation with the affected local agencies, prepare the program for all counties for which it prepares a regional transportation plan.

(f) The requirements for incorporating a congestion management program into a regional transportation improvement program specified in this section do not apply in those counties that do not prepare a congestion management program in accordance with Section 65088.3.

(g) The regional transportation improvement program may include a reserve of county shares for providing funds in order to match federal funds.

SEC. 8. Chapter 3.5 (commencing with Section 21501) of Division 9 of the Public Utilities Code is repealed.

SEC. 9. Section 21602 of the Public Utilities Code is amended to read:

21602. (a) Subject to the terms and within the limits of special appropriations made by the Legislature, the department may render financial assistance by grant or loan, or both, to political subdivisions jointly, in the planning, acquisition, construction, improvement, maintenance, or operation of an airport owned or controlled, or to be owned or controlled, by a political subdivision or subdivisions, if the financial assistance has been shown by public hearing to be appropriate to the proper development or maintenance of a statewide system of airports. Financial assistance may be furnished in connection with federal or other financial aid for the same purpose.

(b) Notwithstanding subdivision (a) of Section 21681, a city or county designated by the Airport Land Use Commission is eligible to compete for funds held in the Aeronautics Account in the State Transportation Fund on behalf of any privately owned, public use airport that is included in an airport land use compatibility plan. However, the city or county shall be eligible to compete for the funds only when zoning on the parcel is tantamount to a taking of all

reasonable uses that might otherwise be permitted on the parcel. The eligible airport and aviation purposes are limited to those specified in paragraphs (4), (5), (6), (9), and (14) of subdivision (f) of Section 21681, and, further, any capital improvements or acquisitions shall become the property of the designated city or county. Matching funds pursuant to subdivision (a) of Section 21684 may include the in-kind contribution of real property, with the approval of the department.

(c) Any grant of funds held in the Aeronautics Account in the State Transportation Fund on behalf of any privately owned airports shall contain a covenant that the airport remain open for public use for 20 years. Any grant made to a city or county on behalf of a privately owned airport shall contain a payback provision based upon existing market value at the time the private airport ceases to be open for public use.

(d) Upon request, California Aid to Airports Program (CAAP) projects included within the adopted Aeronautics Program, may be funded in advance of the year programmed, with the concurrence of the department, in order to better utilize funds in the account.

(e) There is, in the Aeronautics Account in the State Transportation Fund, a subaccount for the management of funds for loans to local entities pursuant to this chapter. All funds for airport loans in the Special Deposit Fund are hereby transferred to the subaccount. With the approval of the Department of Finance, the department shall deposit in the subaccount all money received by the department from repayments of and interest on existing and future airport loans, including, but not limited to, the sums of five hundred forty thousand dollars (\$540,000) in repayments from the General Fund due in July 1987, and July 1988, and may, upon appropriation, transfer additional funds from the Aeronautics Account in the State Transportation Fund to the subaccount as the department deems appropriate. Interest on money in the subaccount shall be credited to the subaccount as it accrues.

(f) Notwithstanding Section 13340 of the Government Code, the money in the subaccount created by subdivision (e) is hereby continuously appropriated to the department without regard to fiscal years for purposes of loans to political subdivisions for airport purposes.

SEC. 10. Section 21604 of the Public Utilities Code is repealed.

SEC. 11. Section 21702 of the Public Utilities Code is amended to read:

21702. The California Aviation System Plan shall include, but not be limited to, all of the following elements:

(a) A background and introduction element, which summarizes aviation activity in California and establishes goals and objectives for aviation improvement.

(b) An air transportation issues element, which addresses issues such as aviation safety, airport noise, airport ground access, transportation systems management, airport financing, airport land use compatibility planning, and institutional relationships.

(c) A regional plan alternative element, which consists of the aviation elements of the regional transportation plans prepared by each transportation planning agency. This element shall include consideration of regional air transportation matters relating to growth, capacity needs, county activity, airport activity, and systemwide activity in order to evaluate adequately the overall impacts of regional activity in relation to the statewide air transportation system. This element shall propose general aviation and air carrier public use airports for consideration by the

commission for funding eligibility under this chapter.

(d) A state plan alternative element, which includes consideration of statewide air transportation matters relating to growth, including, but not limited to, county activity, airport activity, and systemwide activity in order to evaluate adequately the state aviation system and to designate an adequate number of general aviation and air carrier public use airports for state funding in order to provide a level of air service and safety acceptable to the public.

(e) A comparative element, which compares and contrasts the regional plan alternative with the state plan alternative, including, but not limited to, airport noise, air quality, toxic waste cleanup, energy, economics, and passengers served.

(f) A 10-year capital improvement plan for each airport, based on each airport's adopted master plan if the airport has a master plan, approved by the applicable transportation planning agency, and submitted to the division for inclusion in the California Aviation System Plan.

(g) Any other element deemed appropriate by the division and the transportation planning agencies.

(h) A summary and conclusion element, which presents the findings and recommended course of action.

SEC. 12. Section 21704 of the Public Utilities Code is amended to read:

21704. The division, in consultation with the transportation planning agencies, shall biennially revise the capital improvement plan developed pursuant to subdivision (f) of Section 21702, and the division shall submit the revised capital improvement plan to the commission. The division, in consultation with the transportation planning agencies, shall revise all other elements of the California Aviation System Plan every five years, and shall submit the revised system plan to the commission.

SEC. 13. Section 21707 of the Public Utilities Code is amended to read:

21707. Any funds necessary to carry out Sections 21701, 21702, and 21704 shall be obtained from federal grants, except for updates of the capital improvement plan and policy elements of the California Aviation System Plan, which may be funded from nonfederal sources.

SEC. 14. Section 102015 of the Public Utilities Code is amended to read:

102015. "City" means, individually, the Cities of Citrus Heights, Davis, Elk Grove, Folsom, Rancho Cordova, Roseville, Sacramento, and Woodland, and any other city which is annexed to the district as provided in this part.

SEC. 15. Section 72.1 of the Streets and Highways Code is amended to read:

72.1. (a) For purposes of this section, the following terms have the following meanings:

(1) "Central Freeway Replacement Project" is the department and city designated alternative transportation system to the damaged Central Freeway.

(2) "City" is the City and County of San Francisco.

(3) "Freeway Project" includes demolition of the existing commonly known Central Freeway, construction of a new freeway between Mission Street and Market Street, and construction of ramps to, and from, the new freeway.

(4) "Octavia Street Project" is the improvement of Octavia Street from Market Street north as a ground level boulevard.

(b) The Legislature finds and declares all of the following:

(1) That portion of Route 101 located in the city and commonly known as the Central Freeway was severely damaged in the 1989 Loma Prieta earthquake. This damage to the Central Freeway caused and continues to cause significant traffic congestion.

(2) Following the Loma Prieta earthquake, the department and the city, with substantial public involvement, selected the Central Freeway Replacement Project as an alternative transportation system to the damaged Central Freeway. The Central Freeway Replacement Project includes the Freeway Project consisting of the demolition of the existing Central Freeway, construction of a new freeway between Mission Street and Market Street, and the construction of ramps to, and from, the new freeway, and the Octavia Street Project, consisting of improvement of Octavia Street from Market Street north as a ground level boulevard. The Central Freeway Replacement Project will remediate traffic congestion problems and allow the city to reclaim unnecessary rights-of-way for beneficial public uses.

(3) The implementation of an alternative transportation system is in the best interests of the people of the State of California.

(4) No portions of Route 101 north of Fell Street and south of Turk Street are needed for the Central Freeway Replacement Project or for the proposed alternative project to be placed before the voters as Proposition J in the general municipal election of November 1999.

(c) (1) The Legislature recognizes that the Central Freeway Replacement Project adopted by the city's voters, as local measure Proposition E in November 1998 qualifies for the statutory exemption under Section 180.2.

(2) The Legislature further recognizes that the proposed alternative project included in Proposition J also qualifies for the statutory exemption under Section 180.2.

(3) Notwithstanding paragraph (1), any development of property transferred to the city pursuant to this section may, to the extent required by applicable law, require subsequent environmental analysis by the city at the time at which the specific proposals for the use of that property are developed.

(d) That portion of Route 101 between Market Street and Turk Street is not a state highway, except that if the proposed alternative to the Octavia Street Project is approved by the voters in the general municipal election of November 1999, only that portion of Route 101 between Fell Street and Turk Street is not a state highway.

(e) The department shall retain jurisdiction over the portion of Route 101 that is between Mission Street and either Market Street or Fell Street, depending on which project is approved by the voters in the general municipal election of November 1999, and shall promptly transfer to the city any portion of Route 101 that is not a state highway under subdivision (d).

(f) The following shall apply if the voters do not approve the alternative project in the general municipal election of November 1999:

(1) The city shall utilize any proceeds from the disposition or use of excess rights-of-way for the purpose of designing, constructing, developing, and maintaining the Octavia Street Project until the city's share of the costs of that project are paid in full or funded from other sources. Upon the full funding of the city's share of the Octavia Street Project, the city shall utilize any remaining proceeds from the sale of excess rights-of-way solely for the transportation and related purposes authorized under Article XIX of the California Constitution.

(2) Upon notification to the department by the San Francisco

County Transportation Authority that the city is prepared to implement an interim traffic management plan, the department shall proceed expeditiously with demolition of the portion of Route 101 between Fell and Mission Streets. The department shall design and construct the Freeway Project, and the city shall design and construct the Octavia Street Project, and each project shall be consistent with the Central Freeway Replacement Project.

SEC. 16. Section 164.6 of the Streets and Highways Code is amended to read:

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

(b) The plan shall be submitted to the commission for review and comments not later than January 31 of each odd-numbered year, and shall be transmitted to the Governor and the Legislature not later than May 1 of each odd-numbered year.

(c) The plan shall be the basis for the department's budget request and for the adoption of fund estimates pursuant to Section 163.

SEC. 17. Section 180.10 of the Streets and Highways Code is repealed.

SEC. 18. Section 188.5 of the Streets and Highways Code is amended to read:

188.5. (a) The Legislature finds and declares all of the following:

(1) The department has determined that in order to provide maximum safety for the traveling public and to ensure continuous and unimpeded operation of the state's transportation network, six state-owned toll bridges are in need of a seismic safety retrofit, and one state-owned toll bridge is in need of a partial retrofit and a partial replacement.

(2) The bridges identified by the department as needing seismic retrofit are the Benicia-Martinez Bridge, the Carquinez Bridge, the Richmond-San Rafael Bridge, the San Mateo-Hayward Bridge, the San Pedro-Terminal Island Bridge (also known as the Vincent Thomas Bridge), the San Diego-Coronado Bridge, and the west span of the San Francisco-Oakland Bay Bridge. The department has also identified the east span of the San Francisco-Oakland Bay Bridge as needing to be replaced. That replacement span will be safer, stronger, longer lasting, and more cost efficient to maintain than  
 completing a seismic retrofit for the  
 current east span.

(3) The south span of the Carquinez Bridge is to be replaced pursuant to Regional Measure 1, as described in subdivision (b) of Section 30917.

(4) The cost estimate to retrofit the state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge is four billion six hundred thirty-seven million dollars (\$4,637,000,000), as follows:

(A) The Benicia-Martinez Bridge retrofit is one hundred ninety million dollars (\$190,000,000).

(B) The north span of the Carquinez Bridge retrofit is one hundred twenty-five million dollars (\$125,000,000).

(C) The Richmond-San Rafael Bridge retrofit is six hundred sixty-five million dollars (\$665,000,000).

(D) The San Mateo-Hayward Bridge retrofit is one hundred ninety million dollars (\$190,000,000).

(E) The San Pedro-Terminal Island Bridge retrofit is sixty-two million dollars (\$62,000,000).

(F) The San Diego-Coronado Bridge retrofit is one hundred five million dollars (\$105,000,000).

(G) The west span of the San Francisco-Oakland Bay Bridge retrofit, as a lifeline bridge, is seven hundred million dollars (\$700,000,000).

(H) Replacement of the east span of the San Francisco-Oakland Bay Bridge is two billion six hundred million dollars (\$2,600,000,000).

(b) It is the intent of the Legislature that the following amounts from the following funds shall be allocated until expended, for the seismic retrofit or replacement of state-owned toll bridges:

(1) Six hundred fifty million dollars (\$650,000,000) from the 1996 Seismic Retrofit Account in the Seismic Retrofit Bond Fund of 1996 for the seven state-owned toll bridges identified by the department as requiring seismic safety retrofit or replacement.

(2) One hundred forty million dollars (\$140,000,000) in surplus revenues generated under the Seismic Retrofit Bond Act of 1996 that are in excess of the amount actually necessary to complete Phase Two of the state's seismic retrofit program. These excess funds shall be reallocated to assist in financing seismic retrofit of the state-owned toll bridges.

(3) Fifteen million dollars (\$15,000,000) from the Vincent Thomas Toll Bridge Revenue Account.

(4) The funds necessary to meet both of the following:

(A) A principal obligation of two billion two hundred eighty-two million dollars (\$2,282,000,000) from the seismic retrofit surcharge, including any interest therefrom, imposed pursuant to Section 31010, subject to the limitation set forth in subdivision (c) and subdivision (b) of Section 31010.

(B) All costs of financing, including capitalized interest, reserves, costs of issuance, costs of credit enhancements and any other financial products necessary or desirable in connection therewith, and any other costs related to financing.

(5) Thirty-three million dollars (\$33,000,000) from the San Diego-Coronado Toll Bridge Revenue Fund.

(6) Not less than seven hundred forty-five million dollars (\$745,000,000) from the State Highway Account to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution, to be achieved as follows:

(A) (i) Two hundred million dollars (\$200,000,000) to be appropriated for the state-local transportation partnership program described in paragraph (7) of subdivision (d) of Section 164 for the 1998-99 fiscal year.

(ii) The remaining funds intended for that program and any program savings to be made available for toll bridge seismic retrofit.

(B) A reduction of not more than seventy-five million dollars (\$75,000,000) in the funding level specified in paragraph (4) of subdivision (d) of Section 164 for traffic system management.

(C) Three hundred million dollars (\$300,000,000) in accumulated savings by the department achieved from better efficiency and lower costs.

(7) Not more than one hundred thirty million dollars (\$130,000,000) from the Transit Capital Improvement Program funded by the Public Transportation Account in the State Transportation Fund to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution. If the contribution in subparagraph (A) of paragraph (6) exceeds three hundred seventy million dollars (\$370,000,000), it is the intent that the amount from the Transit Capital Improvement Program shall be reduced by an amount that is equal to that excess.

(8) (A) The funds necessary to meet principal obligations of not less than six hundred forty-two million dollars (\$642,000,000) from the state's share of the federal Highway Bridge Replacement and Rehabilitation (HBRR) Program.

(B) If the project costs exceed four billion six hundred thirty-seven million dollars (\$4,637,000,000), the department may program not more than four hundred forty-eight million dollars (\$448,000,000) in project savings or other available resources from the Interregional Transportation Improvement Program, the State Highway Operation and Protection Program, or federal bridge funds for that purpose.

(C) None of the funds identified in subparagraph (B) may be expended for any purpose other than the conditions and design features described in paragraph (9).

(9) The estimated cost of replacing the San Francisco-Oakland Bay Bridge listed in subparagraph (H) of paragraph (4) of subdivision (a) is based on the following conditions:

(A) The new bridge shall be located north adjacent to the existing bridge and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration.

(B) The main span of the bridge shall be in the form of a single tower cable suspension design and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration.

(C) The roadway in each direction shall consist of five lanes, each lane will be 12 feet wide, and there shall be 10-foot shoulders as an emergency lane for public safety purposes on each side of the main-traveled way.

(c) If the actual cost of retrofit or replacement, or both retrofit and replacement, of toll bridges is less than the cost estimate of four billion six hundred thirty-seven million dollars (\$4,637,000,000), there shall be a reduction in the amount provided in paragraph (4) of subdivision (b) equal to the proportion of total funds committed to complete the projects funded from funds generated from paragraph (4) of subdivision (b) as compared to the total funds from paragraphs (6), (7), and (8) of subdivision (b), and there shall be a proportional reduction in the amount specified in paragraph (8) of subdivision (b).

(d) If the department determines that the actual costs exceed the amounts identified in subparagraph (B) of paragraph (8) of subdivision (b), the department shall report to the Legislature within 90 days from the date of that determination as to the difference and the reason for the increase in costs.

(e) Notwithstanding any other provision of law, the commission shall adopt fund estimates consistent with subdivision (b) and provide flexibility so that state funds can be made available to match federal funds made available to regional transportation

planning agencies.

(f) For the purposes of this section, "principal obligations" are the amount of funds generated, either in cash, obligation authority, or the proceeds of a bond or other indebtedness.

(g) (1) Commencing January 1, 2004, and quarterly thereafter until completion of all applicable projects, the department shall provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for each of the toll bridge seismic retrofit projects in subdivision (a).

(2) The report shall include details of each toll bridge seismic retrofit project and all information necessary to clearly describe the status of the project, including, but not limited to, all of the following:

(A) A progress report.

(B) The baseline budget for support and capital outlay construction costs that the department assumed at the time that Chapter 907 of the Statutes of 2001 was enacted.

(C) The current or projected budget for support and capital outlay construction costs.

(D) Expenditures to date for support and capital outlay construction costs.

(E) A comparison of the current or projected schedule and the baseline schedule that was assumed at the time that Chapter 907 of the Statutes of 2001 was enacted.

(F) A summary of milestones achieved during the quarterly period and any issues identified and actions taken to address those issues.

(h) (1) Commencing on January 1, 2004, and quarterly thereafter until completion of all applicable projects, the department shall provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for other seismic retrofit programs.

(2) The reports shall include all of the following:

(A) A progress report for each program.

(B) The program baseline budget for support and capital outlay construction costs.

(C) The current or projected program budget for support and capital outlay construction costs.

(D) Expenditures to date for support and capital outlay construction costs.

(E) A comparison of the current or projected schedule and the baseline schedule.

(F) A summary of milestones achieved during the quarterly period and any issues identified and actions taken to address those issues.

SEC. 19. Section 339 of the Streets and Highways Code is amended to read:

339. Route 39 is from:

(a) Route 1 near Huntington Beach to Route 72 in La Habra via Beach Boulevard.

(b) Beach Boulevard to Harbor Boulevard in La Habra via Whittier Boulevard.

(c) Whittier Boulevard in La Habra to Route 2 via Harbor Boulevard to the vicinity of Fullerton Road, then to Azusa Avenue, Azusa Avenue to San Gabriel Canyon Road, San Gabriel Avenue southbound between Azusa Avenue and San Gabriel Canyon Road, and San Gabriel Canyon Road, other than the portion of the segment described by this subdivision that is within the city limits of Azusa and Covina.

The relinquished former portions of Route 39 within the city limits of Azusa and Covina are not a state highway and are not

eligible for adoption under Section 81.

SEC. 20. Section 354 of the Streets and Highways Code is amended to read:

354. (a) Route 54 is from Route 5 near the Sweetwater River to the southern city limits of El Cajon.

(b) The relinquished former portion of Route 54 within the City of El Cajon is not a state highway and is not eligible for adoption under Section 81.

(c) The City of El Cajon may not impose any special restriction on the operation of buses or commercial motor vehicles, as defined in paragraph (1) of subdivision (c) of Section 34601 of the Vehicle Code, on the relinquished former portion of Route 54 if that restriction is in addition to restrictions authorized under other provisions of law.

SEC. 21. Section 373 of the Streets and Highways Code is amended to read:

373. Route 73 is from Route 5 near San Juan Capistrano to Route 405 via the San Joaquin Hills.

SEC. 22. Section 390 of the Streets and Highways Code is amended to read:

390. (a) Route 90 is from Route 1 northwest of the Los Angeles International Airport to Route 91 in Santa Ana Canyon passing near La Habra, except for the portion within the city limits of Yorba Linda.

(b) The relinquished former portion of Route 90 within the City of Yorba Linda is not a state highway and is not eligible for adoption under Section 81.

(c) The City of Yorba Linda shall ensure the continuity of traffic flow on the relinquished former portion of Route 90, including any traffic signal progression.

(d) For the relinquished former portion of Route 90, the City of Yorba Linda shall maintain signs directing motorists to the continuation of Route 90.

SEC. 23. Section 391 of the Streets and Highways Code is amended to read:

391. Route 91 is from:

(a) Vermont Avenue at the eastern city limits of Gardena to Route 215 in Riverside via Santa Ana Canyon.

(b) The relinquished former portions of Route 91 in the Cities of Gardena, Torrance, Lawndale, Redondo Beach, Manhattan Beach, and Hermosa Beach are not a state highway and are not eligible for adoption under Section 81.

SEC. 24. Section 391.1 of the Streets and Highways Code is repealed.

SEC. 25. Section 391.3 of the Streets and Highways Code, as added by Section 22 of Chapter 724 of the Statutes of 1999, is repealed.

SEC. 26. Section 391.3 of the Streets and Highways Code, as added by Section 12.5 of Chapter 1007 of the Statutes of 1999, is repealed.

SEC. 27. Section 401.1 of the Streets and Highways Code is repealed.

SEC. 28. Section 407 of the Streets and Highways Code is amended to read:

407. (a) Route 107 is from Route 1 in Torrance to the southern city limits of Lawndale.

(b) The relinquished former portion of Route 107 in the City of Lawndale is not a state highway and is not eligible for adoption under Section 81.

SEC. 29. Section 407.1 of the Streets and Highways Code is repealed.

SEC. 30. Section 410 of the Streets and Highways Code is amended to read:

410. (a) Route 110 is from Route 47 in San Pedro to Glenarm Street in Pasadena.

(b) The relinquished former portion of Route 110 that is located between Glenarm Street and Colorado Boulevard in Pasadena is not a state highway and is not eligible for adoption under Section 81.

SEC. 31. Section 411 of the Streets and Highways Code is amended to read:

411. Route 111 is from:

(a) The international border south of Calexico to Route 78 near Brawley, passing east of Heber.

(b) Route 78 near Brawley to Route 86 via the north shore of the Salton Sea.

(c) Route 10 near Indio to the southeastern city limits of Rancho Mirage.

(d) The western city limits of Cathedral City to Route 10 near Whitewater.

The relinquished former portions of Route 111 within the Cities of Cathedral City and Rancho Mirage are not a state highway and are not eligible for adoption under Section 81.

SEC. 32. Section 411.5 of the Streets and Highways Code is repealed.

SEC. 33. Section 426 of the Streets and Highways Code is amended to read:

426. (a) Route 126 is from Route 101 near Ventura to Route 5.

(b) Route 126 shall be known and designated as the "Santa Paula Freeway."

(c) The relinquished former portion of Route 126 within the City of Santa Clarita is not a state highway and is not eligible for adoption under Section 81.

SEC. 34. Section 460 of the Streets and Highways Code is amended to read:

460. (a) Route 160 is from Route 4 near Antioch to the southern city limits of Sacramento.

(b) The relinquished former portion of Route 160 within the City of Sacramento is not a state highway and is not eligible for adoption under Section 81.

SEC. 35. Section 509 of the Streets and Highways Code is repealed.

SEC. 36. Section 820 of the Streets and Highways Code is amended to read:

820. The State of California assents to the provisions of Title 23 of the United States Code, as amended and supplemented, other acts of Congress relative to federal aid, or other cooperative highway work, or to emergency construction of public highways with funds apportioned by the government of the United States. All work done under the provisions of Title 23 or other acts of Congress relative to highways shall be performed as required under acts of Congress and the rules and regulations promulgated thereunder. Laws, or rules and regulations, of this state inconsistent with the laws, or rules and regulations, of the United States, shall not apply to that work, to the extent of the inconsistency.



DATE: July 1, 2003  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: Highway Projects Status Report  
1) I-80/I-680/SR 12 Interchange  
2) North Connector  
3) I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7  
4) I-80/I-680/I-780 Transit Corridor Study  
5) Caltrans Auxiliary Lanes Project  
6) Highway 37  
7) Highway 12 (Jameson Canyon and 12/29 Interchange)  
8) Highway 12 (East)  
9) I-80 Widening (Dixon to Vacaville)

**Background:**

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The current State budget deficit potentially jeopardizes projects receiving State funding. Although Governor Davis proposed terminating the Traffic Congestion Relief Program (TCRP) in December 2002, the Legislature did not agree with the proposal. Currently, the Legislature is considering \$207 million for TCRP projects in FY 2003-04 that have previously received allocation votes from the CTC. The TCRP funds the I-80/I-680/SR 12 environmental studies, the purchase of a ferry, and local streets and roads improvements. Based upon the current proposals in the Legislature, it appears that project funds may be "safe" for the coming fiscal year. Reimbursements are being made for projects that have previously received allocations (e.g., the Interchange and North Connector projects). However, Caltrans has suspended some consultant contracts for TCRP projects managed by Caltrans (Jameson Canyon in Solano and Napa Counties) even if funds have been allocated.

**Discussion:**

The status of funds for the following projects could change depending on actions by the Legislature and governor and policies developed by the CTC for allocation of funds from the State Highway Account.

1) *I-80/I-680/SR 12 Interchange PA/ED.* The environmental phase of this project is totally funded by a TCRP grant (\$8.1M) and funds have been allocated by the CTC. The environmental studies are underway by a joint venture of MTCO/Nolte. The Environmental Scoping Meeting was held on May 12<sup>th</sup>. A transportation "open house" was held in conjunction with the scoping meeting to provide the public information on all projects in the vicinity of the Interchange project. The study to evaluate the truck scales relocation is also included in this project and is underway. The first two phases of the truck scales relocation

study have been completed. The PA/ED phase of this project will not be complete until late 2006.

2) *North Connector PA/ED.* The environmental phase of this project is also totally funded by a TCRP grant (\$2.7M) and funds have been allocated by the CTC. As with the Interchange project, environmental studies are underway. Korve Engineering was selected for the PA/ED phase for the North Connector. The Environmental Scoping Meeting was held on March 6<sup>th</sup> in Fairfield. A transportation open house was also held to provide information to the public on all projects in this area. The PA/ED phase of this project is scheduled for completion in December 2004.

3) *I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7.* This project is funded with a State Planning and Research (SP&R) grant for \$300,000, STIP Planning, Programming and Monitoring (STIP-PPM) funds for \$60,700, and Federal Surface Transportation Program (STP) funds for \$380,000. Korve Engineering was selected to complete this last phase of the I-80/680/780 Corridor Study. The operational analysis part of this study will facilitate integrating all segments of the corridor into a final summary document that recommends project phasing for the whole corridor, emphasizing lane balance throughout the corridor, not just in individual segments. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study (see below) and the Truck Scales Relocation Study into recommendations for the corridor. The Existing Conditions Report and the first phase of the Operational Analysis are complete (see related TAC item, I-80/680/780 Corridor Study Near Term Projects).

4) *I-80/I-680/I-780 Transit Corridor Study.* This project is funded with a State Planning Congestion Relief Program (PCRP) grant for \$275,000. Wilbur Smith Associates was selected to complete the I-80/680/780 Transit Corridor Study, a complementary study to the highway corridor study. The PDT and Working Group meetings for the Transit Corridor Study are held jointly with the I-80/I-680/I-780 MIS/Corridor Study to facilitate information sharing between these studies. The Transit Corridor Study will evaluate transit needs for the entire interstate corridor and develop detailed, multi-modal implementation strategies and cost estimates along the entire corridor. The existing conditions have been evaluated and proposed near-term projects have been incorporated into the I-80/680/780 Corridor Study Near Term Projects list.

5) *Caltrans Auxiliary Lanes Project.* Caltrans is the project manager for this project. It is funded through the Interregional Transportation Improvement Program (ITIP) for \$14.3M and the State Highway Operations and Protection Program (SHOPP) for \$8.306M. This project was allocated full funding by the CTC in May. This project adds one lane in each direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions. Caltrans is currently developing a construction strategy to minimize impacts on motorists and construction downtime while still meeting the estimated construction completion date of late 2005, prior to the opening of the new span of the Benicia-Martinez Bridge.

6) *Highway 37.* Phase 2 and Phase 3 are under construction and proceeding on schedule. Phase 3 will complete the four-lane freeway from the end of Phase 2 and construct an interchange at the SR37/29 intersection. The project is fully funded with \$62M in ITIP and STIP funds that have been allocated by the CTC. The contracts for both Phase 2 and Phase 3 were awarded to O.C. Jones Construction. Construction completion is scheduled for December 2005. (See attached detailed report from Collison Engineering).

**PROJECT STATUS REPORTS -**  
**FEB, MAR, APR, MAY 2003**

*(Please note that bold type indicates new or edited items)*

**HIGHWAY 37**

**Background:**

- The Hwy 37 Project is divided into two phases:
  - a) Phase 2 includes “4-laning” from Napa River bridge to the Hwy 29 intersection.
  - b) Phase 3 includes the Hwy 37 / Hwy 29 Interchange
- Phase 2 is currently under construction. Construction started in March 2002 and completion is anticipated in January 2005.
- **Phase 3 is also under construction (both phases were awarded to OC Jones). Construction started in February 2003, and completion is scheduled for December 2005.**
- Preparatory work for this project included a sewer relocation project by Vallejo Sanitation & Flood Control District (VSFCD).

**Recent Activity:**

- **Both Phase 2 construction and Phase 3 construction are on schedule, and the work is progressing satisfactorily without major problems.**
- VSFCD and contractor Rados Construction have settled the contractor’s claim by mediation. Caltrans has agreed to reimburse VSFCD a total of \$3M for this claim.

**Next Steps:**

- Continue construction of Phase 2 and Phase 3.

**Issues:**

- Caltrans has agreed to pay \$3M to VSFCD for their share of Rados Construction’s claim.

**Action Items:**

- Monitor the construction of the phase 2 project.
- Monitor the construction of the phase 3 project.

**Comments:**

- Caltrans initially offered to pay \$2.4M to VSFCO for their share of Rados Construction's claim, but has now agreed to pay \$3M.
- **If Caltrans approaches STA for additional funding to cover the cost of Rados' claim, STA can argue that it should be paid out of contingency funds.**

## **HWY 12 (JAMIESON CANYON) & 12/29 INTERCHANGE**

### **Background:**

- Caltrans is preparing PA&ED (Project Report and Environmental Document) to upgrade Highway 12 through Jamieson Canyon from the intersection with Red Top Road (adjacent to I-80) to the intersection with SR 29. Highway 12 will be reconstructed as a four lane expressway. The Project includes the 12/29 and Red Top Road interchanges.
- Caltrans original schedule anticipated environmental clearance in 2005, and construction in 2009. STA and NCTPA have been working with Caltrans to try and accelerate this schedule.
- Funding for construction has not been identified.

### **Recent:**

- **Caltrans is focusing on four alternative alignments for Hwy 12, all closely based upon the existing alignment. The alignments include:**  
**Northern alignment with a 13.8m (45') median**  
**Southern alignment with a 13.8m (45') median**  
**Northern alignment with a 6.6m (22') median**  
**Southern alignment with a 6.6m (22') median**
- STA & NCTPA will continue to encourage Caltrans to consider lesser median widths thereby reducing costs and impacts.
- **Caltrans is currently working on frontage road designs and accesses for property owners. They are studying another potential interchange located near the Solano/Napa County boundary in order to reduce "out of direction travel" for existing residents.**
- Caltrans has received replies from 115 of the 118 property owners. 103 property owners have granted rights of entry to Caltrans, and 12 have denied them.
- Caltrans has decided to continue preparing the project without the 15 outstanding properties, and to accept some degree of attendant risk. One of the risks is the possibility that FHWA would not sign off on an Environmental Document without studies on the 15 parcels. Caltrans can justify proceeding with the project because of the similarity between the outstanding parcels and the adjacent studied parcels on each side.
- **At this time Caltrans has not pursued legal proceedings to acquire the outstanding rights of entry.**
- Caltrans is preparing four alternatives for the 12/29 Interchange including a partial cloverleaf, a flyover, a tight diamond, and a

singlepoint interchange. The draft alignments are complete, and the profiles are being prepared.

- FHWA said it was not necessary to re-issue the NOI to include the 12/29 and Red Top Road Interchanges.
- FHWA said the no-build alternative should assume construction of adjacent projects only if the funding is in the RTP.
- No fairy shrimp surveys are required.
- **Caltrans has suspended all consultant contracts – including URS who were hired to help complete the environmental studies by Sept/Oct 2003. Caltrans is now preparing the studies in-house.**
- **At Caltrans' internal PDT meeting on May 21, 2003 it was stated that:**
  - 1) **Caltrans Environmental Division currently has nobody available to write the environmental document.**
  - 2) **Caltrans probably cannot meet the deadlines of draft Environmental Document in Jan 04.**
  - 3) **Need to hire environmental consultants because of "extreme staffing problem".**

### Next Steps:

- Need to set up meeting with resource agencies and get concurrence on the approach of proceeding with studies without access to 15 parcels.
- **Need to examine options for re-hiring environmental consultants.**

### Issues:

- The critical path for this project is obtaining concurrence from the resource agencies that the environmental studies are adequate (with rights of entry and studies on 103 parcels out of a total of 118). This issue will be discussed at the NEPA/404 meeting with the resource agencies. Caltrans will not schedule this meeting until the "need and purpose" has been reviewed and approved.
- **Caltrans thinks the current "need and purpose" is weak and is waiting for new traffic data. Caltrans already has the 2020 traffic data, and will receive the 2010 traffic data by June 06, 2003. The NEPA/404 meeting needs to be held as soon as possible, but Caltrans Environmental Division is short of staff.**
- To complete the draft environmental document by the end of 2003, the technical reports will be required by May 2003. **It**

**appears that biological studies are almost complete, but the archaeological studies were being prepared by URS and unlikely to be complete until May 2004 (i.e. 12 months late).**

- Napa County's interim project to improve the Hwy 12/29 intersection is proceeding in expectation of securing funding from Caltrans. Construction scheduled for 2004.

### **Action Items:**

- **Monitor contacts with FHWA to confirm their "buy in" on project scope, rights of entry, and "purpose & need".**
- **Caltrans is updating schedule for environmental document. Completion dates will be dependent upon whether URS is re-hired, or if Caltrans complete the work in house (but staff availability is limited).**
- **Continue to work with Caltrans to identify potential cost and schedule reductions, minimize schedule extensions, and monitor progress of technical reports.**

### **Comments:**

- **Caltrans Environmental Division is still not satisfied with the "need and purpose" for this project and is waiting for updated traffic data (which will be received by June 6, 2003). They do not want to schedule the NEPA/404 meeting with the resource agencies until they have a strong "need and purpose".**
- **The meeting with the resource agencies is important to verify that they concur with the decision to continue with the environmental studies without access to all the parcels.**
- **The expedited environmental schedule is less critical since funding for the later phases is less likely to be available in the near term.**
- **Caltrans has not allocated any legal staff to this project because of other priorities, and therefore no progress has been made in starting legal proceedings against the 15 uncooperative property owners.**
- **Caltrans is preparing a cost matrix of the four alternatives. The Caltrans geometric reviewer is concerned that the wide median option may be too expensive.**

## • HIGHWAY 12 (EAST) PROJECTS

This work has been divided into 3 separate projects:

- 1) EA OT0900 – Road Rehabilitation from Scandia to Denverton Overhead (6.8 miles).
- 2) EA OT1010 - Road Rehabilitation from Denverton Overhead to Currie Road (5.9 miles).
- 3) EA OT1021 – Replacement of Round Hill Creek Bridge.

### Background:

- EA OT0900 – Scandia to Denverton – the project consists of road rehabilitation, profile improvement, shoulder widening, drainage modifications.
- EA OT1010 – Denverton to Currie – the project consists of overlay, profile improvement, turn lane, intersection widening, drainage modifications.
- EA OT1021 – Replacement of Round Hill Creek Bridge – this was originally part of the Denverton to Currie section but required an expedited schedule.

### Recent Activity:

- **Based on the findings of the fairy shrimp survey Caltrans is modifying the alignments in order to avoid fairy shrimp locations and remove or reduce the need for mitigation measures.**
- EA OT0900 – Scandia to Denverton – preliminary design is underway; NegDec/FONSI under preparation. Schedule for completion of PA/ED is still October 2004, with completion of construction scheduled for June 2008.
- EA OT1010 – Denverton to Currie – preliminary design is underway; NegDec/FONSI under preparation. Schedule for completion of PA/ED is still October 2004, with completion of construction scheduled for June 2008.
- **EA OT1021 – Replacement of Round Hill Creek Bridge. This project is complete.**

### Next Steps:

- EA OT0900 – Scandia to Denverton – prepare preliminary design and NegDec/FONSI. Modify alignment to reduce mitigation requirements.
- EA OT1010 – Denverton to Currie – prepare preliminary design and NegDec/FONSI. Modify alignment to reduce mitigation requirements.

**Issues:**

- EA OT0900 – Scandia to Denverton – mitigation is required for fairy shrimp and therefore the alignments are being modified to reduce mitigation. Schedule is unchanged - PA & ED complete in 2004, construction 2006 to 2008.
- EA OT1010 – Denverton to Currie – mitigation is required for fairy shrimp and therefore the alignments are being modified to reduce mitigation. Schedule is unchanged - PA & ED complete in 2004, construction 2006 to 2008.
- EA OT1021 – None.

**Action Items:**

- Continue to monitor project progress and identify any critical issues.

**Comments:**

- EA OT0900 – Scandia to Denverton – total anticipated cost is \$11.5M. Amount of allocated funding is \$8.5M. Apparent shortfall of \$3M. The fairy shrimp survey has become the critical path for this project.
- EA OT1010 – Denverton to Currie – total anticipated cost is \$25M. Amount of allocated funding is \$25M. The fairy shrimp survey has become the critical path for this project.
- EA OT1021 – Replacement of Round Hill Creek Bridge – total anticipated cost is \$1.7M. Amount of allocated funding is \$1.7M. **Construction complete.**
- **These SHOPP funded projects are not anticipated to be delayed by the budget crisis.**

## **I-80 DIXON WIDENING**

### **Background:**

- Project scope includes widening I-80 from 6 lanes to 8 lanes from Vacaville to Dixon (i.e. closure of gap in 8-lane freeway). The widening will be from Meridian Road in Vacaville to Pedrick Road in Dixon
- The work will include widening the freeway to the outside, and probably upgrading the median & the barriers.
- There are two other projects scheduled at this location:
  - a) Median Barrier Project – to remove existing cable barrier and replace with temporary K-rail.
  - b) Solano Rehab. Project (a.k.a. Long Life Pavement) – to replace the outside (i.e. truck) lane with heavy-duty long-life pavement.

### **Recent Activity:**

- **Caltrans completed the Value Analysis (VA) study. Three alternative median treatments will be developed:**  
**Alternative 1 – use temporary K rail and leave existing median as it is.**  
**Alternative 2 – remove oleanders and construct concrete median barrier.**  
**Alternative 3 – construct dual concrete median barrier and replant oleanders in a raised planter box.**
- **The Long life Pavement project has now evolved into rebuilding all three lanes (not just the outside lane), but the design and construction will be later than the I-80 Widening project.**

### **Next Steps:**

- **Caltrans is planning to a PDT meeting in July 2003.**

### **Issues:**

- **Caltrans is completing PA/ED (Jan 2005), but will not proceed with the design phase until further funding becomes available.**
- **Project funding for construction (\$51M) has not been allocated.**

### **Action Items:**

- **Continue to monitor this project.**

**Comments:**

- **The project (PA&ED only) is currently moving forward although the schedule has been delayed approximately 18 months (to Jan 2005) because of Caltrans staffing problems.**
- **Design funding and construction funding have not been allocated.**
- **There is a \$12M SHOPP-funded safety project to replace the existing cable barrier with temporary K-rail (on both sides of the oleander). PA/ED due December 2003, PS&E due December 2004.**
- **It was hoped that this I-80 Widening Project and the Long Life Pavement Project could be merged into a single design project to achieve significant cost savings and considerably less disruption to traffic. However, the Long Life Pavement project has increased in scope to include all lanes, but design and construction have been delayed indefinitely.**



DATE: July 1, 2003  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: 2005 RTP Update  
1. Streets and Roads - Transit Funding Options  
2. MTC Performance Measures

**Background:**

In support of the 2005 Regional Transportation Plan (RTP) process, the Bay Area Partnership established a Task Force last Fall to develop a methodology to identify the actual funding shortfall for both local streets and roads and transit for the Bay Area for the next 25 years. A group of Public Works staff from throughout the Bay Area has been working with the Task Force to develop more accurate costs and funding needs for both pavement and non-pavement preventive maintenance over the next 25 years. A similar group made up of Transit Operators has been developing this data for transit.

In addition to identifying the total funding needs for the next 25 years, the Task Force has been working with MTC to determine how much local funding (gas tax, local transportation sales tax, and other local revenues) is expected to be available for local streets and roads needs and transit needs. All 109 jurisdictions in the Bay Area received a survey from MTC requesting extensive information on projected local funding for both pavement and non-pavement preventive maintenance. The survey results (due to MTC no later than June 27, 2003) will be used by MTC to estimate the revenue shortfall for local streets and roads. Currently, MTC estimates that Solano County will have a \$95,000,000 **surplus** over the next 25 years; therefore, the results of the survey will be critical for identifying the actual amount of local funding that is projected to be available for local streets and roads preventive maintenance.

The 2001 Regional Transportation Plan (RTP) identified 77% of all transportation funding over the next 25 years to be spent on public transportation. Additionally, MTC has previously identified a need to fund 100% of transit capital shortfall. This same (or greater) level of funding for transit in the 2005 RTP would result in very limited Federal funds available for streets and roads needs over the 25-year period of the RTP.

At the June 11, 2003 meeting, the STA Board directed the Executive Director to send a request to MTC to develop a policy supporting 100% of the Preventive Maintenance Shortfall for Streets and Roads and to provide an equitable distribution of Track 1 revenue between Streets and Roads needs and Transit needs in the 2005 Regional Transportation Plan.

**Discussion:**

In addition to assisting MTC with determining the funding needs for both streets and roads and transit, a primary goal of the Partnership Task Force was to examine the distribution of Federal funds to both of these areas and to evaluate whether an alternate policy could be developed to help determine how Federal funds are committed in the Bay Area.

The Task Force has prepared a Draft of a Proposed Policy Statement (see Attachment A) for MTC that emphasizes the critical importance of preserving and protecting the public's investment in the existing transportation system, including both transit and streets and roads. In addition to stressing the need for the investment of regional, state and Federal discretionary funding to sustain the existing transportation system, the proposed policy also emphasizes the responsibility for local jurisdictions and transit operators to dedicate local funding to help preserve the existing systems.

The Task Force also developed five potential Policy Options (see Attachment B) for determining which systems, or portions of systems, may be eligible for regional, state and Federal funding.

The Task Force is continuing to refine the proposed policy recommendations and MTC is developing cost estimates for implementing the various policy options. Additional information will be provided, including cost estimates for the policy options, when the information is distributed by the Task Force.

**Recommendation:**

Informational.

Attachments

- A. Draft Proposed Policy Statement
- B. Draft Maintenance and Rehabilitation Policy Options

**Transit & Local Streets & Roads  
Rehabilitation & Maintenance in the 2005 Regional Transportation Plan:  
A Proposed Policy Statement**

**Framing the Issue**

On-going maintenance and rehabilitation of the facilities and equipment that comprises the transportation system represents one of the most important investments we can make in those systems. Investment to preserve capital facilities and equipment both reduces long-term maintenance costs and avoids, or minimizes, the need for replacement.

First, if systems are not well maintained, the cost of repair can go up dramatically once inadequate maintenance allows significant breakdowns to occur. For example, for local streets and roads pavement, a 40 percent drop in quality typically occurs at 75 percent of its life. A \$1 investment (per relative unit of size) for renovation at that point can restore the pavement and its serviceable life. However, if restoration is delayed just a little longer before restorative work – when 87 percent of the useful life has passed – then it requires a \$5 investment (per unit) to restore it to top condition.<sup>1</sup> In addition, poor pavement conditions can impose significant costs on public and private vehicles that travel on them due to additional wear on suspension systems, tires, etc., and from reduced safety. Likewise, insufficient replacement and rehabilitation of rail and bus equipment result in additional operating costs associated with taking revenue vehicles out of service. In addition, transit properties experience a direct loss of fare revenues as a result of system failure, and indirectly, when public perceptions about system unreliability persist. There are also external costs to private and public employers and to individuals when systems break down as a result of poor maintenance. Exponential deterioration, and corresponding steep increase in the cost to repair, is fairly typical of capital facilities, and a primary reason for emphasizing sound practices for rehabilitation and maintenance.

Second, the value of the existing system far exceeds our ability to replace it within any reasonable time frame. For example, the 1995 Transportation Consensus Project estimated the existing statewide investment in the State Highway system at \$300 billion in 1995, and the investment in local streets and roads at an additional \$300 billion. Rail and bus transit systems were estimated to represent an investment of \$30 billion.<sup>2</sup> The estimated cost to replace those systems would be multiples of the original investment levels.<sup>3</sup>

Recognizing the importance of maintenance and rehabilitation, state statutes specify “operation, maintenance and rehabilitation of the state highway system” as the number one priority for investment of State Highway Account funds.<sup>4</sup>

<sup>1</sup> Metropolitan Transportation Commission, “The Pothole Report: An Update on Bay Area Pavement Conditions,” (March 2000), p. 4.

<sup>2</sup> Californians for Better Transportation (CBT) and California’s Transportation Agencies, “Final Report of the Transportation Consensus Project,” (January 1995), p. 10. Several rail system projects have been completed since 1995 that would significantly increase the total investment figure for such systems. (See next footnote.)

<sup>3</sup> For example, the original BART system cost approximately \$1.6 billion (72 miles); the Dublin/Pleasanton line approximately \$540 million (14 miles); West Pittsburg-Bay Point approximately \$500 million (8 miles); and San Francisco Airport extension approximately \$1.6 billion (10 miles): cumulatively \$4.24 billion in historical dollars. To replace that 104 mile system today would probably cost \$10 to \$15 billion.

<sup>4</sup> Streets and Highways Code, Section 167 (a) (1).

Transit and Streets & Roads: Proposed Policy

June 4, 2003

Page 2 of 2

Proposed Policy

Recognizing the critical importance of preserving and protecting the public's investment in the existing transportation system, the Metropolitan Transportation Commission hereby finds that one of the region's highest priority for investment lies in sustaining a reasonable level rehabilitation and maintenance of the facilities and capital equipment that comprise the existing system of local streets and roads and public transportation.

Investment of regional, state and federal funds to sustain the transportation system in a serviceable and safe condition is a discretionary action. Therefore, local jurisdictions and transit operators <sup>will generally be</sup> ~~are required~~ <sup>to</sup> ~~to~~ *expected*

1. Prudently plan for maintenance and rehabilitation investments, with the goal of achieving low life-cycle costs for facilities and equipment;
2. Recognize that such funds cannot be used to replace local funding that would otherwise be committed by the owner/operator for maintenance and rehabilitation; and
3. Assume a consistent and on-going portion of the costs of preserving and protecting their existing systems.

The Commission will define the general parameters for local responsibilities in its approved policies, subject to recognition that circumstances vary widely by individual jurisdiction and operator. Based on those policies, discretionary funding will only be committed by the Commission where jurisdictions and operators have managed maintenance and rehabilitation needs in a prudent and systematic manner.

2005 RTP Regionally Funded Roads/Transit Investment Options	Comments/Implications
<p><b>1) Status Quo</b></p> <ul style="list-style-type: none"> <li>• MTS street and road pavement only</li> <li>• All transit capital replacement –no Preventive Maintenance (PM)</li> <li>• Commission direction to evaluate operator financial responsibilities relative to shortfall</li> </ul>	<ul style="list-style-type: none"> <li>• Funds 100% transit as supported by transit advocates</li> <li>• Maintains only about 5% of total local roads shortfall</li> <li>• Lets locals decide investment levels for road categories</li> <li>• Other important MTS road investment activities (non-pavement, bridge) may be left unfunded</li> <li>• “100% transit” shortfall investment does not accurately portray actual funding allocation priorities</li> </ul>
<p><b>2) Include All Currently Defined Roads MTS Categories (pavement, non-pavement and bridge) as regional investment; Transit Score 12 and above only as the “regionally significant” portion of transit capital -- may or may not include PM-Major Components as regionally funded investment</b></p>	<ul style="list-style-type: none"> <li>• Regional funds for all MTS regional activities</li> <li>• Narrows equity gap between roads/transit</li> <li>• Large portion of local roads not funded</li> <li>• More accurately portrays regional transit investment-responds to Commission directive to define/fund “regionally significant” transit element.</li> </ul>
<p><b>3) Revised Definition of “Regional Funding Responsibility” for Roads (Non-pavement would be included as agreed upon percentage); Transit Score 12 and above only as the “regionally significant” portion of transit capital -- may or may not include PM-Major Components as regionally funded investment</b></p> <p>3(a) Expand MTS roads to be considered for regional funding as those with transit service at specified threshold and those on the regional bicycle system.</p> <p>3(b) Expand MTS roads to be considered for regional funding as all local arterials and collectors.</p>	<ul style="list-style-type: none"> <li>• Same as Option #2, but expands road MTS definition thereby narrowing equity gap between roads/transit</li> <li>• Supports maintenance of other “regionally important” roads that serve regional bike network and major transit routes</li> <li>• Supports maintenance of more “locally important” roads</li> </ul>

2005 RTP Regionally Funded Roads/Transit Investment Options	Comments/Implications
<p><b>4) Functional Investment Option: fund only equivalent priority categories (<del>facilities that touch customer directly</del>) across entire transit and local streets and roads inventories</b></p> <ul style="list-style-type: none"> <li>• <u>Local Streets &amp; Roads</u>: pavement/ pavement PM only: both MTS and non-MTS</li> <li>• <u>Transit</u>: Revenue Vehicles, Guideway, and other facility replacement and rehabilitation (score 16 and above, and PM-for Major Components)</li> </ul>	<ul style="list-style-type: none"> <li>• Maintains equity</li> <li>• Controls need</li> <li>• Conceivably leaves little room for investing in non-rehabilitation for either mode.</li> <li>• Largely unfunds other transit rehabilitation categories formally covered under the 100% transit capital policy</li> </ul>
<p><b>5) Percent Contribution Option</b></p> <ul style="list-style-type: none"> <li>• Assess equity comparing dollar level of regional commitments to shortfalls, as opposed to what type of investment is pursued <ul style="list-style-type: none"> <li>4a) Assume some different percentage of total road need to bring \$ investment closer to 100% transit capital need, OR</li> <li>4b) Make regional \$ commitment to equivalent %'s of transit and local streets and road shortfalls remaining after dedicated sources of rehabilitation funding is applied.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Maintains equity</li> <li>• Controls need</li> <li>• Largely unfunds other transit rehabilitation categories formally covered under the 100% transit capital policy</li> </ul>

**OPTION 1 (Status Quo)**  
**PRELIMINARY ESTIMATES SUBJECT TO CHANGE**  
 2002 Dollars in Thousands

Local Streets & Roads	DRAFT 25-YEAR ROAD NEEDS		DRAFT 25-YEAR TRANSIT NEEDS	Transit
	MTS	Non-MTS		
For the total system segregated by functional classification, MTC will calculate the needs and aggregate shortfalls for the following categories:				For the transit system, MTC will calculate the needs and aggregate shortfalls for the following categories:
Maintaining the traveled way: <ul style="list-style-type: none"> <li>- Pavement rehabilitation and replacement, including related drainage, and curb and gutter repair that are integral to the street itself</li> <li>- Projects to maintain operability, including facilities outside the street but within the right of way such as drainage, retaining walls and protective betterments.</li> <li>- Bridge rehabilitation and replacement</li> </ul>	1,411,094	7,891,532	9,878,248	Revenue Vehicle Replacement / Rehabilitation and Ferry Replacement / Rehabilitation Fixed Guideway Replacement/Rehabilitation
Preventive maintenance necessary to maintain pavement and bridges for their useful life. Specific elements to be determined.			618,255	Major Component Sustainability
No needs comparable to transit	998,490	5,602,597		Fare Collection Equipment <i>(Included Above in Revenue Vehicle Replacement)</i>
Safety and security needs, including sidewalk repair, traffic signals, lighting for safety, guardrails, stop signs, etc.			1,406,092	Safety Security
ADA access improvements, such as curb cuts, audible "walk" traffic signals, accessible ramps, crosswalk texturing, etc.			112,776	ADA/Non-Vehicle Access Improvement
Fixed/heavy equipment for maintaining local streets and roads, including graders, backhoes, tractors, dump trucks, lift trucks, and similar operating equipment; shops and shop equipment necessary to maintain such operating equipment			1,505,086	Fixed/Heavy Equipment, Maintenance/Operating Facilities
Park & ride lots maintained by a city or county.			783,647	Intermodal Stations/ Parking Rehabilitation
<b>TOTAL REGIONAL COMMITMENT</b>	<b>1,411,094</b>	<b>-</b>	<b>13,685,849</b>	

Note- 2001 RTP transit needs included total capital needs (below score 12) - The \$13.6B above includes only score 12 and above.

**DRAFT Transit and Local Streets and Roads Needs for Discussion**

**OPTION 2 (All MTS-Pavement, Non-Pavement, Bridge/Transit Score 12 & above)  
PRELIMINARY ESTIMATES SUBJECT TO CHANGE**

2002 Dollars in Thousands

Local Streets & Roads	DRAFT 25-YEAR ROAD NEEDS		DRAFT 25-YEAR TRANSIT NEEDS	Transit
	MTS	Non-MTS		
For the total system segregated by functional classification, MTC will calculate the needs and aggregate shortfalls for the following categories:				For the transit system, MTC will calculate the needs and aggregate shortfalls for the following categories:
Maintaining the traveled way: <ul style="list-style-type: none"> <li>• Pavement rehabilitation and replacement, including related drainage, and curb and gutter repair that are integral to the street itself</li> <li>• Projects to maintain operability, including facilities outside the street but within the right of way such as drainage, retaining walls and protective betterments.</li> <li>• Bridge rehabilitation and replacement</li> </ul>	1,411,094	7,891,552	9,878,248	Revenue Vehicle Replacement / Rehabilitation and Ferry Replacement / Rehabilitation Fixed Guideway Replacement/Rehabilitation
Preventive maintenance necessary to maintain pavement and bridges for their useful life. Specific elements to be determined.			618,255	Major Component Sustainability ( <i>may or may not be included as regionally funded investment</i> )
No needs comparable to transit	998,490	5,602,597		Fare Collection Equipment (Included Above in Revenue Vehicle Replacement)
Safety and security needs, including sidewalk repair, traffic signals, lighting for safety, guardrails, stop signs, etc.			1,406,092	Safety Security
ADA access improvements, such as curb cuts, audible "walk" traffic signals, accessible ramps, crosswalk texturing etc.			112,776	ADA/Non-Vehicle Access Improvement
Fixed/heavy equipment for maintaining local streets and roads, including graders, backhoes, tractors, dump trucks, lift trucks, and similar operating equipment; shops and shop equipment necessary to maintain such operating equipment			1,505,086	Fixed/Heavy Equipment, Maintenance/Operating Facilities
Park & ride lots maintained by a city or county.			783,647	Intermodal Stations/ Parking Rehabilitation
<b>TOTAL REGIONAL COMMITMENT</b>	<b>2,409,584</b>	<b>-</b>	<b>14,304,104</b>	

Note- MTS Bridge needs, which would be included in this option, not yet available.

**OPTION 3a (Expanded MTS plus Non-MTS - Transit & Bike Routes/Transit Score 12 & above)**

**PRELIMINARY ESTIMATES SUBJECT TO CHANGE**

2002 Dollars in Thousands

Local Streets & Roads	DRAFT 25-YEAR ROAD NEEDS		DRAFT 25-YEAR TRANSIT NEEDS	Transit
For the total system segregated by functional classification, MTC will calculate the needs and aggregate shortfalls for the following categories:	MTS	Non-MTS		For the transit system, MTC will calculate the needs and aggregate shortfalls for the following categories:
Maintaining the traveled way: • Pavement rehabilitation and replacement, including related drainage, and curb and gutter repair that are integral to the street itself • Projects to maintain operability, including facilities outside the street but within the right of way such as drainage, retaining walls and protective betterments. • Bridge rehabilitation and replacement	-1,411,094	< 7,891,552	9,878,248	Revenue Vehicle Replacement / Rehabilitation and Ferry Replacement / Rehabilitation Fixed Guideway Replacement/Rehabilitation
Preventive maintenance necessary to maintain pavement and bridges for their useful life. Specific elements to be determined.			618,255	Major Component Sustainability ( <i>may or may not be included as regionally funded investment</i> )
No needs comparable to transit	> 998,490	< 5,602,597		Fare Collection Equipment (Included Above in Revenue Vehicle Replacement)
Safety and security needs, including sidewalk repair, traffic signals, lighting for safety, guardrails, stop signs, etc.			1,406,093	Safety Security
ADA access improvements, such as curb cuts, audible "walk" traffic signals, accessible ramps, crosswalk texturing, etc.			112,776	ADA/Non-Vehicle Access Improvement
Fixed/heavy equipment for maintaining local streets and roads, including graders, backhoes, tractors, dump trucks, lift trucks, and similar operating equipment; shops and shop equipment necessary to maintain such operating equipment			1,505,086	Fixed/Heavy Equipment, Maintenance/Operating Facilities
Park & ride lots maintained by a city or county.			783,647	Intermodal Stations/ Parking Rehabilitation
<b>TOTAL REGIONAL COMMITMENT</b>	<b>&gt; 2,409,584</b>	<b>&lt; 13,494,149</b>	<b>&lt; 14,304,104</b>	

Note- Excludes Bridge needs, which would be included in this option  
 Would not likely include total non-MTS need  
 Non-pavement would be included as agreed upon percentage

**OPTION 3b (Expanded MTS plus Non-MTS - Arterials & Collectors/Transit Score 12 & above)**

**PRELIMINARY ESTIMATES SUBJECT TO CHANGE**

2002 Dollars in Thousands

Local Streets & Roads	DRAFT 25-YEAR ROAD NEEDS		DRAFT 25-YEAR TRANSIT NEEDS	Transit
	MTS	Non-MTS		
For the total system segregated by functional classification, MTC will calculate the needs and aggregate shortfalls for the following categories:				For the transit system, MTC will calculate the needs and aggregate shortfalls for the following categories:
Maintaining the traveled way: <ul style="list-style-type: none"> <li>· Pavement rehabilitation and replacement, including related drainage, and curb and gutter repair that are integral to the street itself</li> <li>· Projects to maintain operability, including facilities outside the street but within the right of way such as drainage, retaining walls and protective betterments.</li> <li>· Bridge rehabilitation and replacement</li> </ul>	>1,411,094	< 7,891,552	9,878,248	Revenue Vehicle Replacement / Rehabilitation and Ferry Replacement / Rehabilitation Fixed Guideway Replacement/Rehabilitation
Preventive maintenance necessary to maintain pavement and bridges for their useful life. Specific elements to be determined.			618,255	Major Component Sustainability ( <i>may or may not be included as regionally funded investment</i> )
No needs comparable to transit	998,490	< 5,602,597		Fare Collection Equipment (Included Above in Revenue Vehicle Replacement)
Safety and security needs, including sidewalk repair, traffic signals, lighting for safety, guardrails, stop signs, etc.			1,406,092	Safety Security
ADA access improvements, such as curb cuts, audible "walk" traffic signals, accessible ramps, crosswalk texturing, etc.			117,376	ADA/Non-Vehicle Access Improvement
Fixed/heavy equipment for maintaining local streets and roads, including graders, backhoes, tractors, dump trucks, lift trucks, and similar operating equipment; shops and shop equipment necessary to maintain such operating equipment			1,505,086	Fixed/Heavy Equipment, Maintenance/Operating Facilities
Park & ride lots maintained by a city or county.			783,647	Intermodal Stations/ Parking Rehabilitation
<b>TOTAL REGIONAL COMMITMENT</b>	<b>&gt; 2,409,584</b>	<b>&lt; 13,494,149</b>	<b>14,304,104</b>	

Note- Excludes Bridge needs, which would be included in this option  
 Would not likely include total non-MTS need ;  
 Non-pavement would be included as agreed upon percentage

**OPTION 4 (Functional Equivalent)**  
**PRELIMINARY ESTIMATES SUBJECT TO CHANGE**  
**2002 Dollars in Thousands**

Local Streets & Roads	DRAFT 25-YEAR ROAD NEEDS		DRAFT 25-YEAR TRANSIT NEEDS	Transit
For the total system segregated by functional classification, MTC will calculate the needs and aggregate shortfalls for the following categories:	MTS	Non-MTS		For the transit system, MTC will calculate the needs and aggregate shortfalls for the following categories:
Maintaining the traveled way: Pavement rehabilitation and replacement, including related drainage, and curb and gutter repair that are integral to the street itself Projects to maintain operability, including facilities outside the street but within the right of way such as drainage, retaining walls and protective betterments. Bridge rehabilitation and replacement	1,411,094	7,891,552	9,878,248	Revenue Vehicle Replacement / Rehabilitation and Ferry Replacement / Rehabilitation Fixed Guideway Replacement/Rehabilitation
Preventive maintenance necessary to maintain pavement and bridges for their useful life. Specific elements to be determined.			618,755	Major Component Sustainability
<b>TOTAL REGIONAL COMMITMENT</b>		9,302,647	10,496,503	
No needs comparable to transit	998,490	5,602,597	-	Fare Collection Equipment <i>(Included Above in Revenue Vehicle Replacement)</i>
Safety and security needs, including sidewalk repair, traffic signals, lighting for safety, guardrails, stop signs, etc.			1,406,092	Safety Security
ADA access improvements, such as curb cuts, audible "walk" traffic signals, accessible ramps, crosswalk texturing, etc.			112,776	ADA/Non-Vehicle Access Improvement
Fixed/heavy equipment for maintaining local streets and roads, including graders, backhoes, tractors, dump trucks, lift trucks, and similar operating equipment; shops and shop equipment necessary to maintain such operating equipment			1,505,086	Fixed/Heavy Equipment, Maintenance/Operating Facilities
Park & ride lots maintained by a city or county.			783,647	Intermodal Stations/ Parking Rehabilitation
<b>TOTALS</b>	2,409,584	13,494,149	14,304,104	



DATE: July 2, 2003  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/ Director of  
Planning  
RE: I-80/680/780 Transit Corridor Study Update

**Background:**

In February 2003, STA executed a contract with Wilbur Smith Associates, to conduct the I-80/680/780 Transit Corridor Study. This study will provide direct input to the I-80/680/780 Corridor Study that is also currently underway and is being prepared by Korve Engineering.

**Discussion:**

On June 5, 2003, the consultants released Working Paper1 for this study. This paper assembled the findings of the Transit Corridor Team for Phase 1 of the study for the following tasks:

- Task 1- Coordination with other Related Transportation Studies
- Task 2- Market Assessment
- Task 3- Physical and Operational Opportunities and Constraints
- Task 4- Refine Service Plan from Intercity Transit Element

This paper sets the framework for the Phase 2 report that will focus on the highway interface plan.

In addition, a preliminary discussion paper on the proposed long-term park and ride facilities needed along the I-80/680/780 Corridor is also being developed for review and comments by the Transit Consortium, TAC Board and public.

Copies of Working Paper 1 and the park and ride discussion paper were distributed to the SolanoLinks Transit Consortium and STA TAC members for review at their June 26, 2003 meeting. In addition, the STA Board's Transit Subcommittee received a report on these documents at their June 30, 2003 meeting.

Staff is planning to provide a presentation on the draft recommendations of this transit corridor study at the October 8, 2003 STA Board meeting.

**Recommendation:**

Informational



DATE: July 1, 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>
BAAQMD's Vehicle Incentives Program (VIP)	Karen Chi, BAAQMD, (415) 749-5121	<b>Late August/ Early September</b>
Bicycle Transportation Account	Julian Carroll, Caltrans District 4, (510) 286-6485	<b>Winter 2003</b>



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*FUNDING OPPORTUNITY:*

**BAAQMD's Vehicle Incentive Program (VIP)**

Applications Due Late August or Early September

(STA staff will inform member agencies when the due date for this program is established)

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TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Bay Area Air Quality Management District's Vehicle Incentive 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: The VIP assists public agencies acquire low emission, alternative fuel vehicles. Funding for the VIP is provided by the District's Transportation Fund for Clean Air (TFCA). There are two separate opportunities: the basic VIP and the high mileage vehicle incentive program (HMVIP). The HMVIP provides incentives for vehicles that will be driven 60,000 miles per year or more.

Funding Available: A total of \$1 million is available for the programs: \$800,000 for the basic VIP and \$200,000 for the HMVIP. Each application can have maximum request of \$100,000 for each grant program. Funding is available on a first-come-first-serve basis.

Eligible Projects: Vehicles must meet the following eligibility criteria:

- must have a gross vehicle weight of 10,000 lbs or less
- must be powered by an alternative fuel
- must be certified as ULEV, SULEV, or ZEV
- must be operated in the Bay Area at 75% of the miles driven

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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*FUNDING OPPORTUNITY:*

**Bicycle Transportation Account**

Applications Due: Winter 2003

(STA staff will inform member agencies when the due date for this program is established)

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TO: STA TAC and Consortium

FROM: Robert Guerrero, Associate Planner

This summary of the Bicycle Transportation Account is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer question regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county, but proposes construction of a bicycle project.

**Program Description:** The program is intended to assist cities and counties to fund bicycle projects.

**Funding Available:** Approximately \$7.2 million was available Statewide. Staff will update member agencies when the actual amount becomes available. This program requires a 10% local match.

**Eligible Projects:** Eligible projects include: New Bikeways serving major transportation corridors, bicycle parking racks, bicycle carrying facilities on public transit vehicles, installation of traffic control devices to improve safety and efficiency, elimination of hazardous conditions on existing bikeways, planning, and improvements and maintenance of bikeways.

**Further Details:** The BTA program guidelines are being revised and will slightly differ from last year's program guidelines. Interested agencies will be notified as more information becomes available.

**Program Contact Person:** Julian Carroll, Caltrans District 4, (510) 286-6485

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

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